VOL. CCXV, No. 2799

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THE SPHERE, OCTOBER 3, 1953
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The SPHERE

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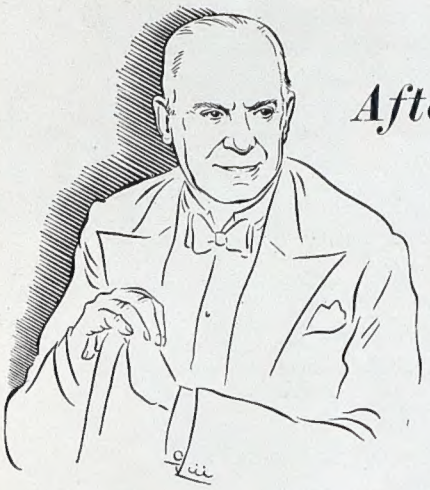

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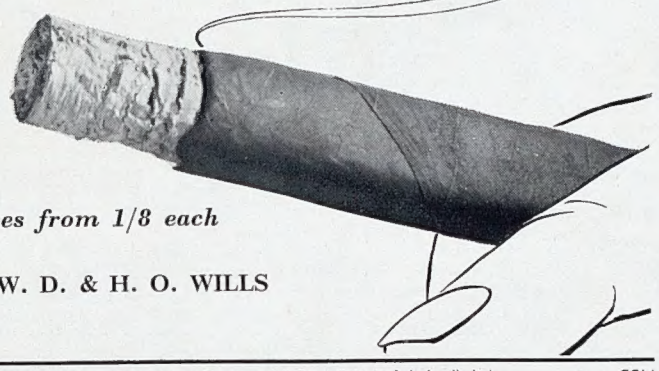

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and your 'French'

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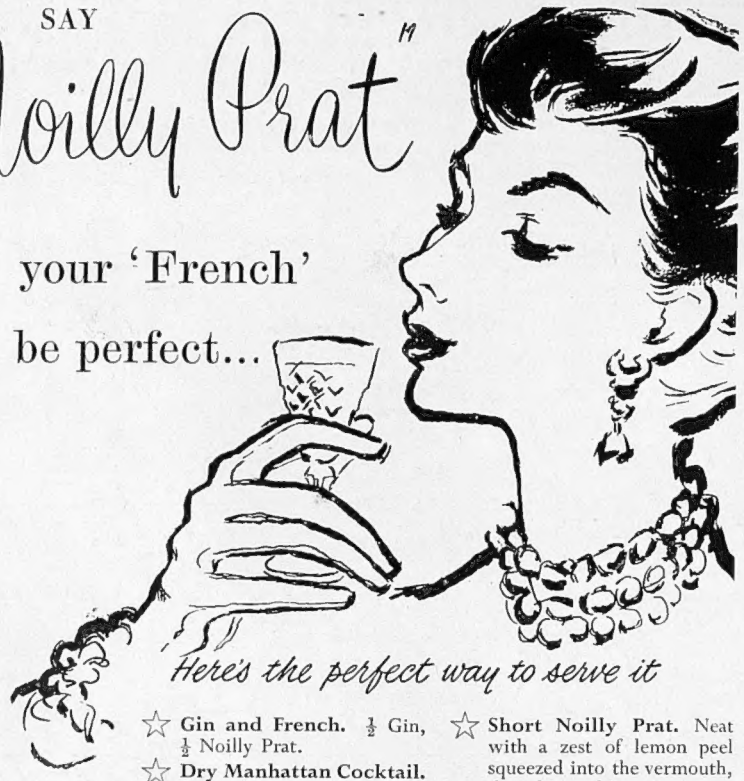

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☆ **Diabolo.** ½ Noilly Prat, ½ Cognac, dash Orange Bitters.

☆ **Short Noilly Prat.** Neat with a zest of lemon peel squeezed into the vermouth, then dropped into it.

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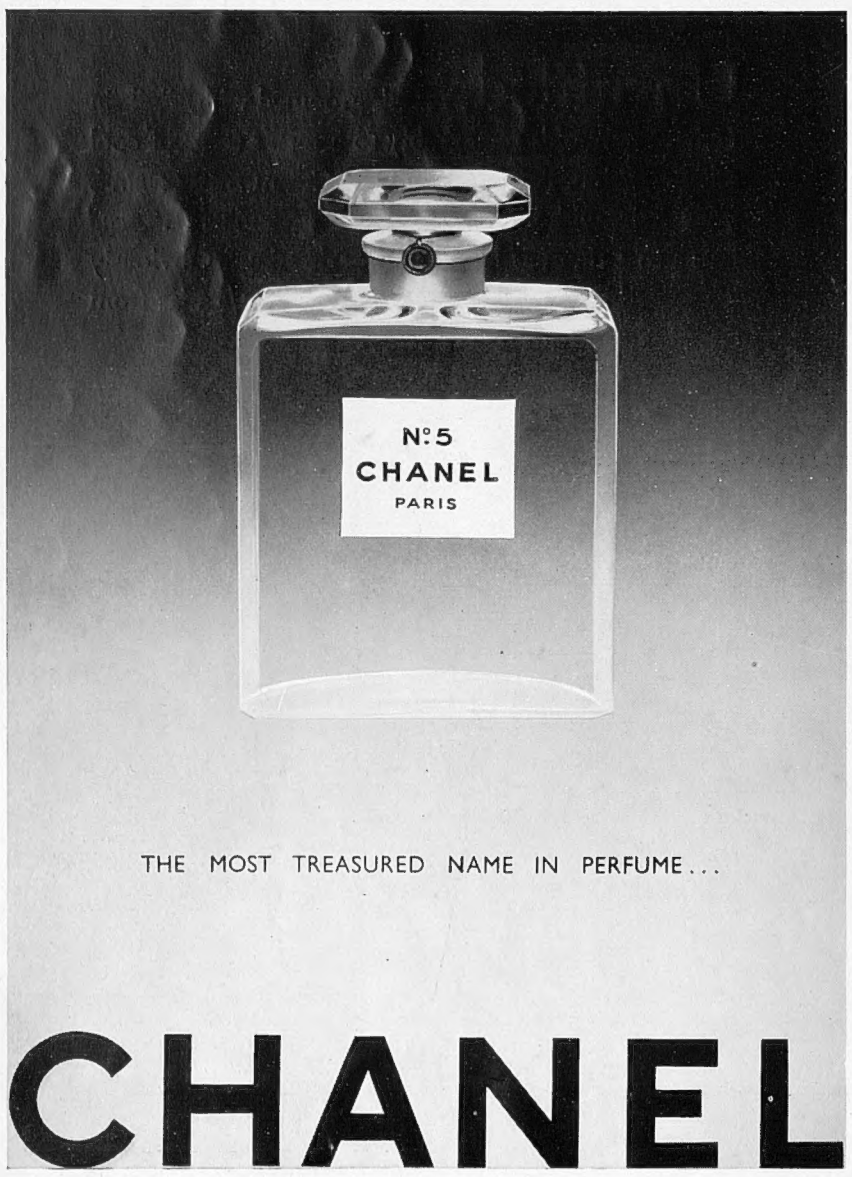

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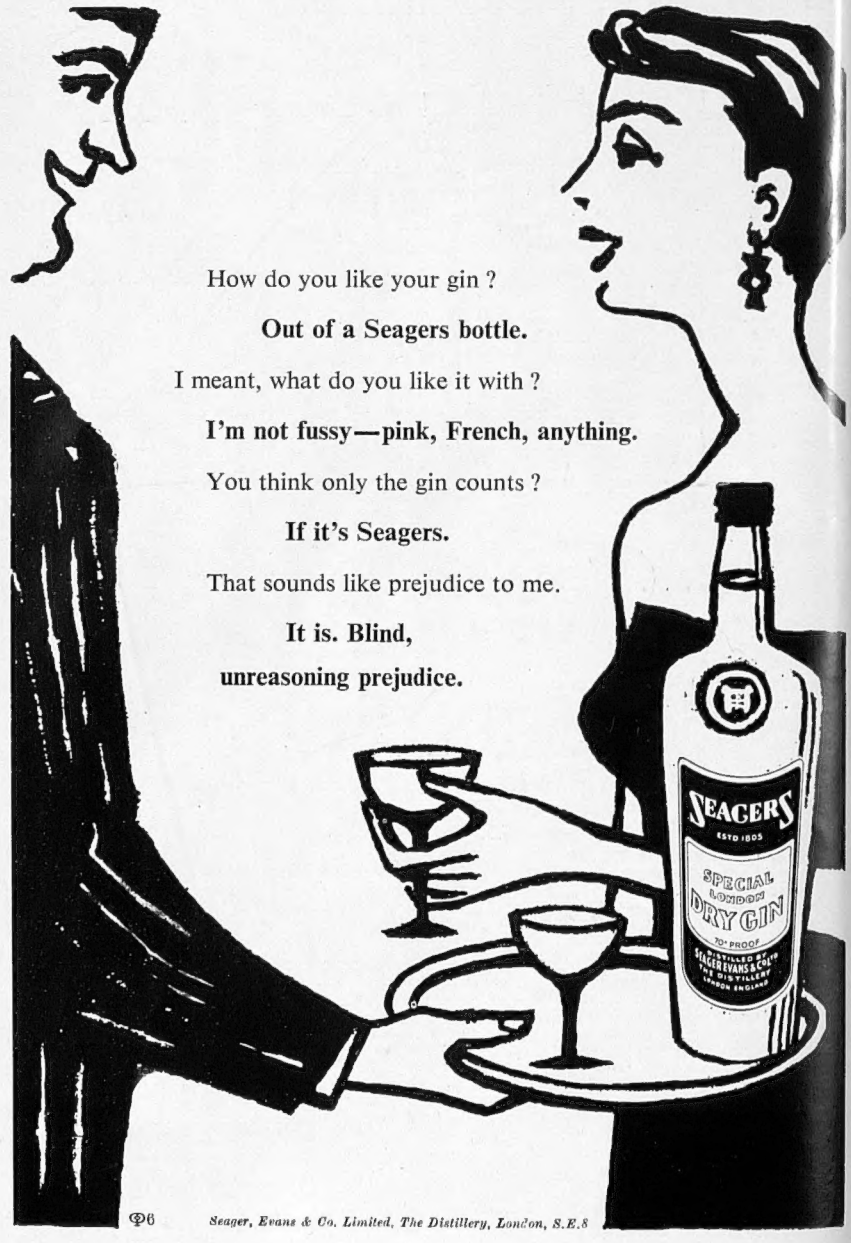

How do you like your gin ?

Out of a Seagers bottle.

I meant, what do you like it with ?

I'm not fussy—pink, French, anything.

You think only the gin counts ?

If it's Seagers.

That sounds like prejudice to me.

It is. Blind, unreasoning prejudice.

GB *Seager, Evans & Co. Limited, The Distillery, London, S.E.8*

Volume CCXV No. 2799 The SPHERE, London, October 3, 1953

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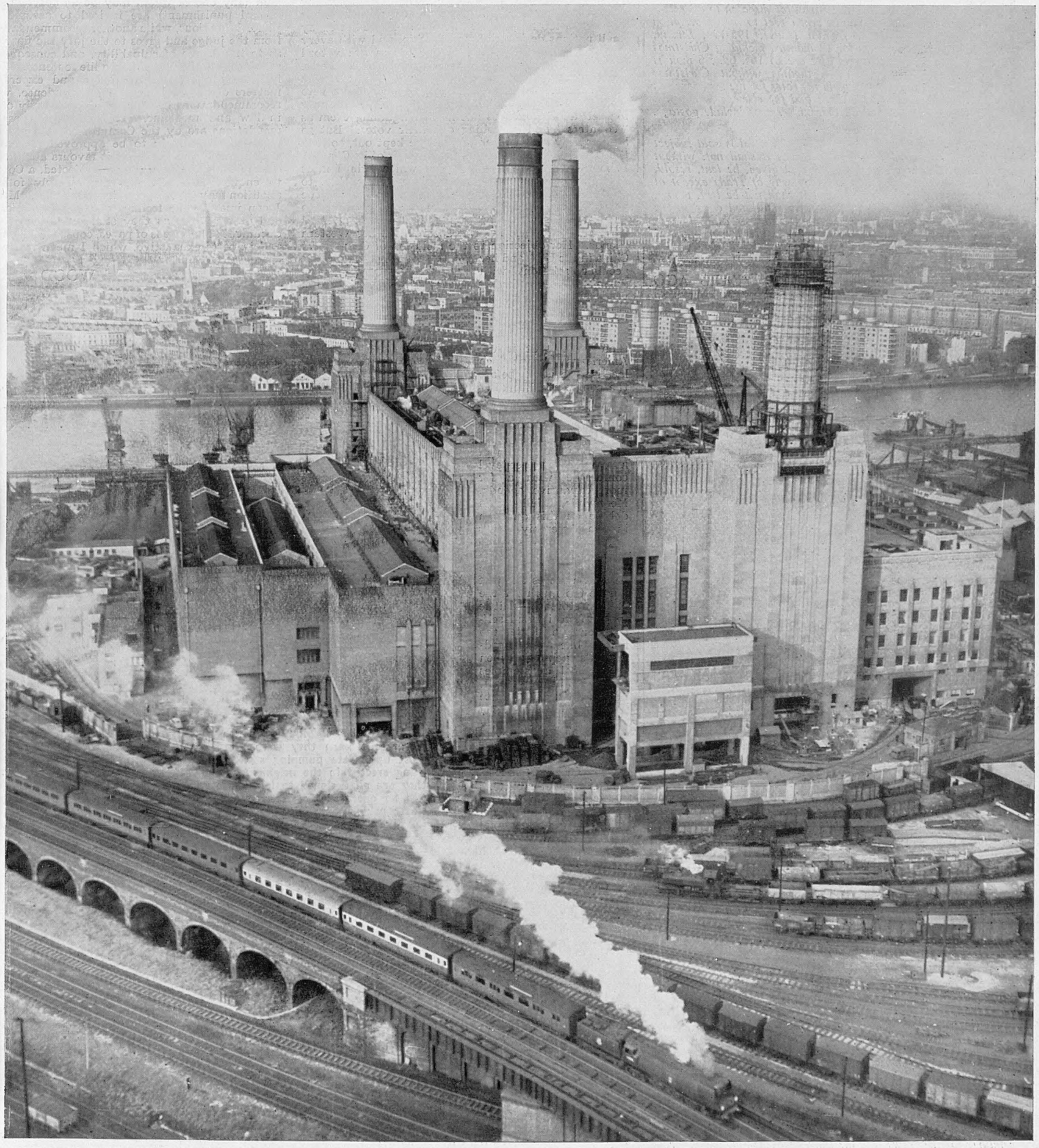

ANOTHER CHIMNEY FOR LONDON'S CATHEDRAL OF ELECTRICITY—THIS VIEW, TAKEN FROM THE SUMMIT OF THE GIANT GASOMETER AT BATTERSEA, SHOWS WORK IN PROGRESS ON BATTERSEA POWER STATION, WHERE THE SECOND SECTION IS NOW BEING COMPLETED AFTER WAR AND POST-WAR DELAYS: The new chimney will tower, like its fellows, up to 337 ft., and, like them, it will emit only steam and vapour, a gas-washing and grit-arresting plant having been installed. The combined capacity of the two sections at Battersea will be 503,000 kilowatts. In the background of this view is seen the new housing estate on the Westminster bank of the Thames. This estate draws its heating from Battersea by way of a tunnel. The railway lines in the foreground link with Victoria Station.

Since the war London has increased her electrical generating capacity remarkably, with new power stations rising at Kingston and Croydon, and Bankside extended. Battersea Power Station, the most impressive of all these modern cathedrals of electricity, has been due for development, but post-war shortages have delayed the process. Now the second section of Battersea is moving towards completion, and the outward and visible sign of the development that goes on within is to be seen in the new chimney now rising above the roof-tops of Battersea and Pimlico. Battersea Power Station was begun in 1928, and when the building was nearing completion in 1933, *The Sphere* recorded its importance in the electricity scheme for South-East England. 15,000 tons of steel and some 9,000,000 bricks were used in its construction. The building's straightforward simplicity and towering grandeur won much admiration at the time of its completion, and to-day it is accepted as a feature of the London landscape. The building was designed under the supervision of Sir Giles Gilbert Scott, who acted as consulting architect.

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The SPHERE with which is incorporated THE GRAPHIC

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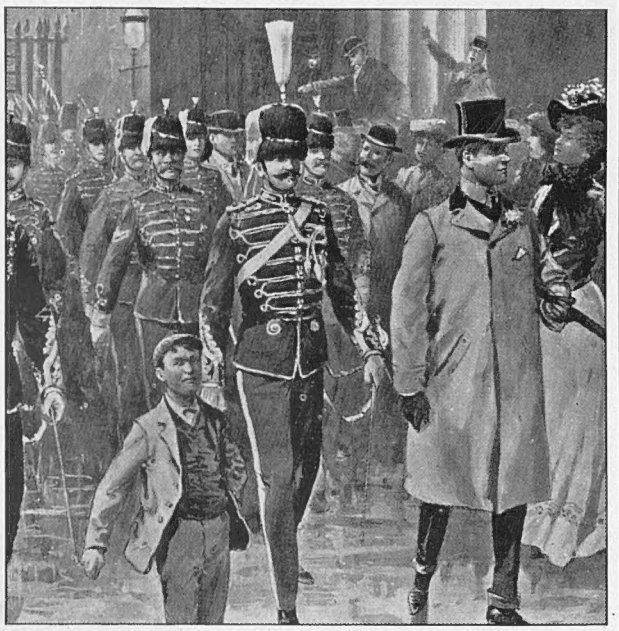
FROM "THE SPHERE" OF 50 YEARS AGO



WHEN THE HONOURABLE ARTILLERY COMPANY VISITED AMERICA: A deputation at Euston before leaving for Boston, where they were the guests of the Ancient and Honourable Artillery Company of Massachusetts. The delegation consisted of two batteries of artillery and a battalion of infantry numbering 172 officers and men under the command of the Earl of Denbigh. They sailed in the *Mayflower*. It was the first occasion on which an armed force was allowed to land in the United States, a special Act of Congress having been passed to admit the Company to Boston.

NOTICE TO CONTRIBUTORS

Drawings.—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

Photography.—*Topical photographs of news events and of personalities in the news will always be considered. It is absolutely essential that these are fully and accurately captioned. Negatives will not be considered and photoprints should be at least* 8 *ins. by* 6 *ins. The copyright of such pictures must be at the disposal of the sender, postage included for those sent by mail.*

Manuscripts.—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day, ranging in length from* 750 *words to* 2,000 *words.*

IN NEXT WEEK'S ISSUE

COVENTRY

The Rise of a Great New City

BY ROY JENKINS

WITH DRAWINGS BY JACK MERRIOTT

A London Newslette

195-198, STRAND, W.C.2.

"Eighthly and Last"?—The eighth Assembly of the U.N. found that world organisation far from united and far too national. I had said a week or two ago that there was danger to its continued existence if nations forget that it is not a Western defence association, but an organisation which should be open to all nations, whatever their political colour, who sincerely desire membership, need it, and are willing to work on it for peace and justice according to its charter and rules. Now we are warned that it may move too far in that direction. There are many small nations desirous of membership, and with every qualification for it. But some of them are vetoed by the Communist, some by the Western bloc. Italy, Portugal and Eire are obvious choices, but Russia vetoes them. As a *quid pro quo*, the Westerns veto Bulgaria, Hungary and Rumania. Certainly, the way to their admission does not lie in bargaining them as "counters" and cancelling out their votes. But so long as they and greater Powers are kept out, so long the U.N. is actively disloyal to the spirit of its Charter. It is the urgent Korea question which brings most sharply into prominence this failure of the U.N. to be itself. On this question it is an armed camp. The political conference, so vital if the armistice is not to end in renewed hostilities, is no nearer agreement, and here America is not in clear accord with her Western friends. Her objection to the inclusion of Communist China in the U.N. and her peculiar relations with Syngman Rhee make her position on this urgent question more positive and unco-operative towards the Communists than ours. But if the Americans want to localise the issues before the conference, the difficulties in the way of agreement to set it up may not be more serious than those which would face the composition of a larger, higher-level conference with a far more expansive agenda. Meanwhile, full-dress debate on this question in the Assembly seems unlikely to get us anywhere. I sometimes feel that Mr. Dulles and the American voices are just a little too much for the Russian stomach—a little too professorial and self-righteous, a little too much like the headmaster's pep-talk when the school reassembles for the autumn term. Perhaps they underrate the Russian sense of humour . . . and proportion.

THE SECRET OF THE BARN AT BRICKET WOOD

THEY RODE BY IN IGNORANCE: These three young riders had no idea that picturesque barn they were passing at Bricket Wood, Herts, is, in fact most up-to-date pumping station. It is one of three such pumping stat being erected in the neighbourhood by the Colne Valley Water Company, they are all designed to harmonise with the rural surroundings. Each sta will be operated by electrical plant capable of pumping 8,000,000 gallon water per day. The architects responsible for this clever piece of camoufl in the Hertfordshire countryside are Duke and Simpson, of White

Forever England.—The Hague Court listens to arguments pro and con on claims small and large. South of the Channel Islands lie some rocky islets barely visible at high tide—the Minquiers and Ecrehos. Their position is disputed, and has long been disputed, between us and the French. If their shores were not rich in oysters and lobsters, none but those who live on them would probably care who owned them. Our Attorney-General opened our case as if Canada were at issue. When William the Conqueror conquered us, these islands "came over to England with the Conqueror." But the French case rests on the Treaty of Abbeville two centuries later, wherein Henry III surrendered "Continental Normandy" to the French. Sir Lionel replies that the French neglected their claim on that treaty for a matter of 700 years, during which we have staked a claim to the islets 100 times longer than the Statute of Limitation requires by undisturbed user. Will The Hague Court still further dismember the British Commonwealth and raise the price of oysters? We must wait and see. *Civis Romanus sum.*

A Hanging Matter.—My first hasty reading of the Gower's Report on capital punishment (which has taken nearly five years to compile) suggests to me that the Commission would not have been displeased to go beyond their brief and simplify their labours by recommending the abolition of capital punishment. That, of course, was outside their terms of reference, but many of their main recommendations go a long way towards paring and softening the ugly business. There will be no controversy in their recommendation that the principle of "constructive malice" should go. The burglar whose burglary results in a death can no longer be regarded as in the degree of culpability as a murderer which justifies hanging. And every recommendation which seeks to prevent unhealthy sensationalism feasting on sentences and executions will be warmly supported. But the main recommendations are very controversial indeed. The Commission rightly rejects that murderesses sh never hang, but it does by a bare majority pro that no one under twenty-one should hang. In recent memory there are several instances sugge that among the under-twenty-ones callousness, lessness and full understanding of the consequence joined in the most desperate criminals. The mission recommends the abolition of the M'Nag rules and the leaving to juries the responsibili making a decision in each case. Here twelve ordi men (any one of whom may be at heart oppose capital punishment) are invited to assume me judicial functions, while another recommendation from the judge and gives to the jury the final dec as to the degree of culpability, and consequently sentence, whether a death or a life sentence. The hitherto directed by the judge and experts o matters of law and medical jurisprudence, woul recommendations become for a day a body of ex in law and medicine. It is because these re mendations are by the Commission who makes regarded as unlikely to be approved by Parlia that one gets the idea that it favours abolition o death penalty. For, if they are rejected, a Commi to enquire into abolition must surely follow, abolition may very well be the end of that. Meanw I can imagine the feelings of the Lord Chief Ju and other judges as they study the Report—a document of hundreds of pages, conscientious, thor and in parts exhaustive, which I mean to study care. But, for my part, at first glance I do not t that the Report is so exhaustive as to be the de knell of hanging, otherwise than as a result of maj public sentiment.

Coal.—The June report of the N.C.B. gloomy and the Government acted on it by ma limited purchases from abroad to prevent a wi shortage for industry and the housewife. Since the situation has still further deteriorated. We 2,500,000 tons short of last year's output. holidays, more absenteeism, with only a tri increase in individual output, are responsible for loss of twice that tonnage. An individual incr in output of at least 3 per cent. is necessary if deficit is to be made good. Unfortunately, once a the industry has been losing men. The "6,000 mo than last year's total of pit workers is vanishing a Though miners are well paid by comparison with m high-wage industries, local industries which offer gruelling work are attracting miners away. M while consumption continues to rise, almost, ind by the 2,500,000 tons lost. Generating stations the largest consumers, and any of us could testify the unnecessary waste of electricity, especially in sh and factories, for lighting at any rate, where da treated as night and night turned needlessly into There is no official encouragement to save. Apparen the Government banks on one more mild win It is risky optimism.

"Get Your Hair Cut."—The late Mr. Maclean, who represented Govan for more thirty years, made a habit of getting his hair once a year, "whether it needs it or not." It interes me to read only the day before his death was announ of another man who visited a barber, but frequen

set fire to his head with a wax taper and extinguished the flames when he had reduced his hair to a decent length. This I confess has long been my own method of hair control, and very satisfactory it is. Singeing is good for the head, my own sparse locks are not very inflammable, and fire reduces them evenly while nail scissors cause ridges. No doubt a barber would do the job better, but I have always hated queueing and small talk and other men's hair clippings, and those anathema are always present at the barber's. Why there should always be a crowd waiting for a haircut I do not know, since the under-twenty-fives among modern youth either follow the late M.P. for Govan or apparently employ horse-clippers. And older men are prone to be too bald to waste a florin.

"Ex-King."—Recently in *The Times* Mr. Brooke Little of Wiltshire branded the use of the word "ex-King" not only as an ugly form, but an inaccurate one. A consecrated king, he argued, is a king till he dies, whether he reign or no, and for whatever reason he ceases to reign. Perhaps the limitation "consecrated" is his safeguard for his argument. But I thought it was established that his coronation adds nothing to a king's responsibilities or his majesty. He is consecrated by his succession and the oaths he then takes. The Duke of Windsor was not crowned, but he was for a matter of months "every inch a King." He abdicated, and no one calls him King Edward to-day nor ex-King of England. He is called very properly the Duke of Windsor, a title conferred on him soon after his abdication. In the case of kings who did not abdicate and/or received no particular title when they ceased to reign, the description ex-king, if ugly, seems appropriate for brevity. One cannot always refer to such a one as "the former King in Ruritania."

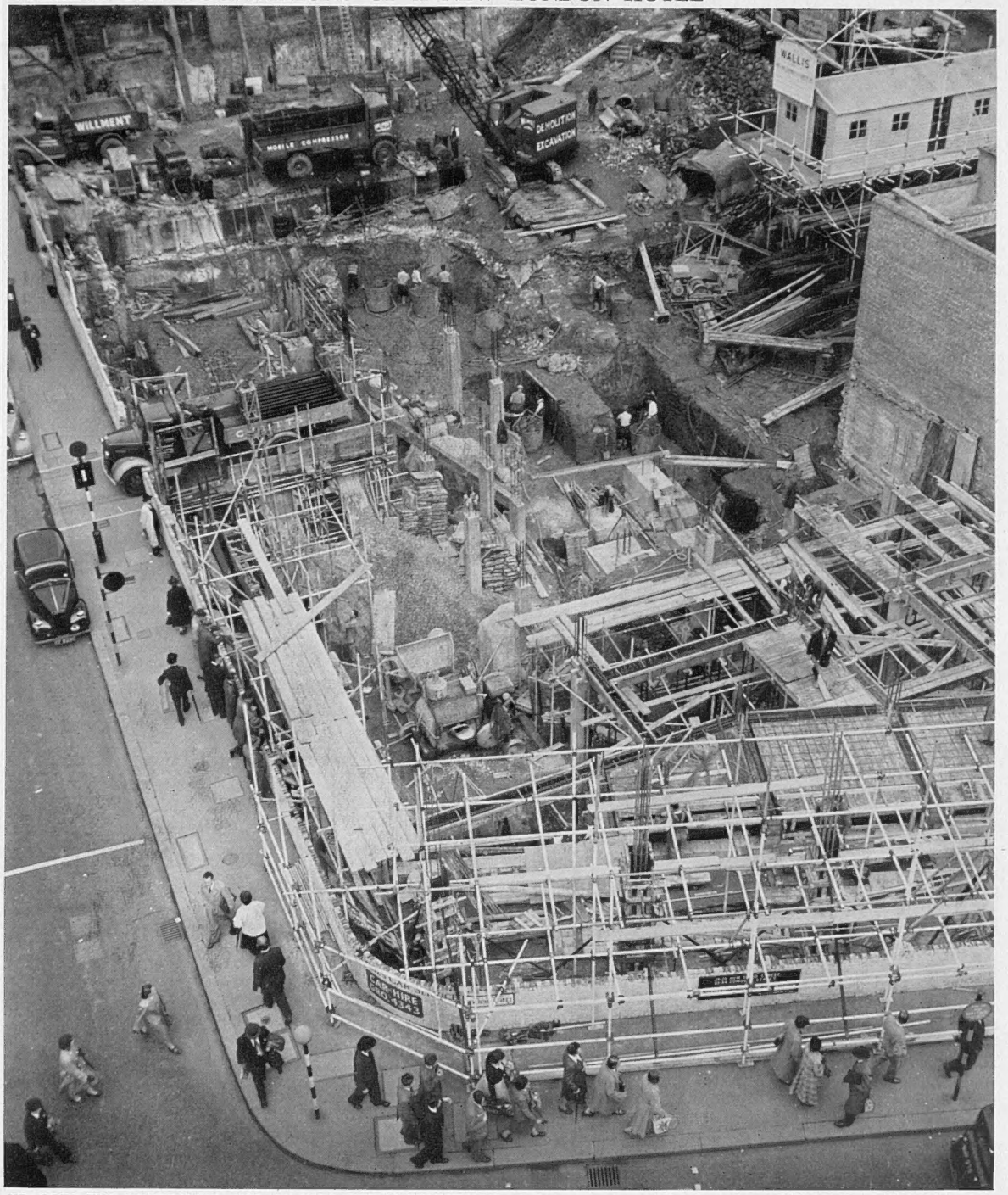
The Duke of Alba.—In Spain dukes are three a penny and the son or daughter of a living duke often assumes one of the family dukedoms on coming of age. But Alba was a duke of dukes. Besides the Dukedom of Berwick conferred on his ancestor by James II, he held five other dukedoms and uncountable lesser titles. He was fourteen times a grandee. Titles are empty distinctions without achievements, but even in the Spain of Alfonzo II, Don Jacobo Fitz-James Stuart y Falco would have cut a great figure by his own abilities, for the list of his public offices and academic distinctions was quite as impressive as his inherited titles. He was a great friend of the last King, and of England. He was a Liberal and a confirmed monarchist, though he accepted the Franco regime in order to serve his country until the claims of Don Juan as Pretender were rejected in 1945. Thus he became Spanish Ambassador in London in 1939. Alba was the perfect specimen of the Spanish grandee and a great gentleman. He spoke English far better than most English dukes and his manners were a model for all civilised societies. He was an author of merit, a fine critic of literature and the arts, shot grouse with all the knowledge, skill and enthusiasm of a Highland laird, played polo with the cracks, and would have been equally at home at the Athenæum, the Cavalry Club or the Reform. It is odd (is it not?) the way in which the "civilised" West continues to ignore Spain. One might suppose that we are all so satisfied with our modern culture that we have nothing to learn from a country in which uniquely flourish still the arts and glories of civilisation once practised all over Europe by a select and small society for the benefit and uplift of all ranks in every country. The culture of Hollywood is by no means "an excellent substitute."

1st Coldstreams Home.—After two years in the Canal Zone the 1st Batt. Coldstream Guards docked at Liverpool last week and will in due course relieve the Welsh Guards at Windsor. The latter are going to the Middle East. The *Empire Halladale*, which brought the Coldstreams home, had a lively end to the passage and docked late at Liverpool. But the battalion forgot any discomfort when it was instantly sent away under individual arrangements on a fortnight's leave, all the tiresome business of the transport of baggage being undertaken by an advance party which came by air. Sojourn in the Canal Zone of late has been rather too much like prison life; wire, restrictions and boredom and very little in the way of recreation and change of company. Windsor and Windsor Castle will be a welcome exchange for all concerned.

From the Chair of Pediattrics.—"Kissing from moustached men may bring on violent allergic reactions," says a professor of pediattrics at New York University. "Beachcomber" must look to his laurels, for the above paragraph of news appeared, indeed, in his newspaper but not in his own column. Perhaps it slipped out of it. Or perhaps it is the final salvo of the Silly Season campaign 1953. Or perhaps in New York University grave and well-salaried professors really do devote their time to these matters. In Oxford I believe pediattrics has no professorial chair and is studied merely as a sideline or hobby. So that moustached Englishmen still offer kisses and are not always refused. (What *are* pediattrics?) Well, I am ordered south and shall see no more of the snappy Scottish news-sheet which has supplied me with the vital news and the things that matter during my holiday (which has been longer and more delightful than any other in the past ten years). I return to reality and more sober journalism with apologies for an unusually long Silly Season.

THE OLD STAGER

MAKING THE FOUNDATIONS OF A NEW LONDON HOTEL

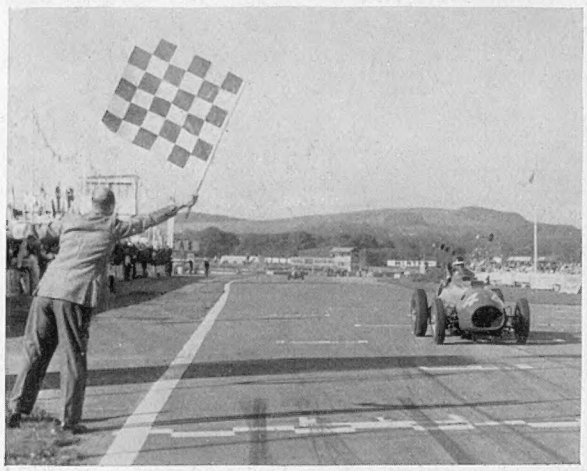


UP GOES THE SHUTTERING AND IN GOES THE CONCRETE: Work in progress at the junction of Bond Street and Conduit Street, in London's West End, on the new American Knott Hotel. Another American hotel is planned in Knightsbridge by Conrad Hilton, the Californian millionaire, and only recently the May Fair Hotel announced that negotiations were almost complete for it to be taken over by a subsidiary of Pan-American World Airways.

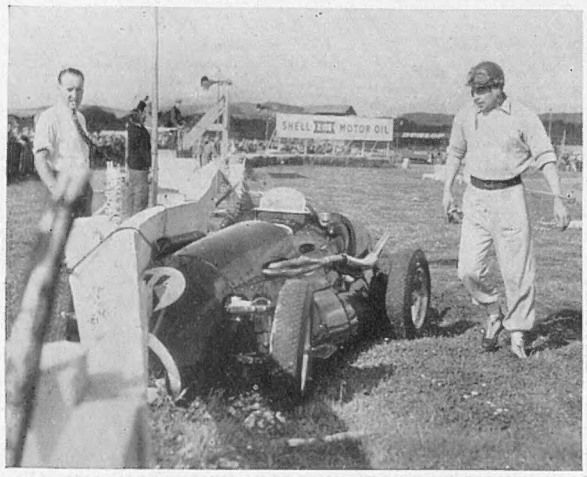
A LUCKY ESCAPE FOR A B.E.A. AIRLINER

WITH HER NOSE POINTING INTO THE GROUND: Seventeen passengers of a British European Airways airliner were fortunate to escape unharmed when a 45-m.p.h. gust of wind blew the twin-engined plane into a hedge just as it was about to land in Guernsey. The propellers were shorn from the engines and are seen lying in the background on the left. The passengers crawled gingerly from the tail door, which was perched high in the air.

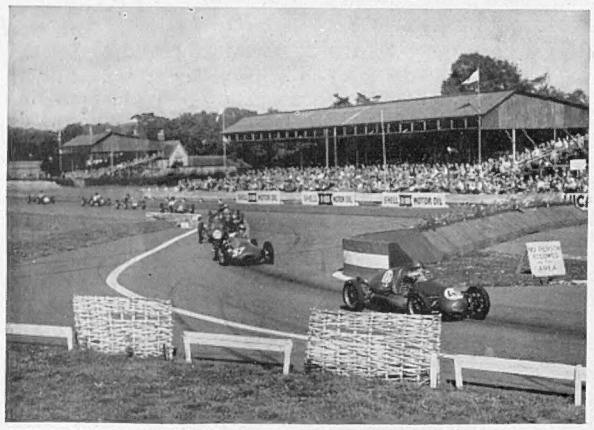
HAWTHORN'S DAY AT GOODWOOD



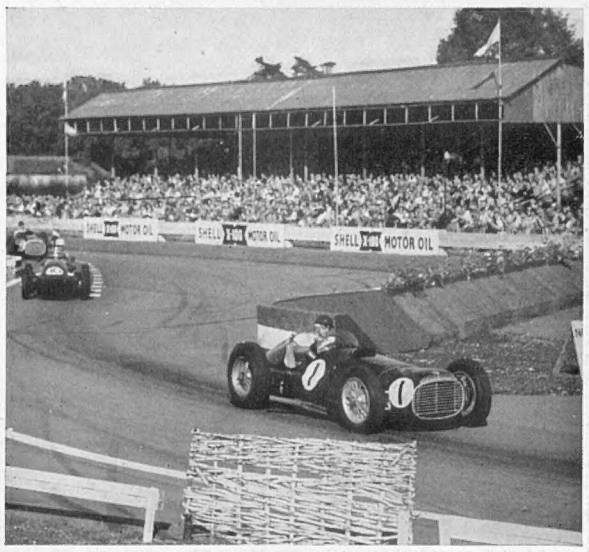
BRITAIN'S MIKE HAWTHORN, DRIVING A 4½-LITRE UNSUPERCHARGED FERRARI THINWALL SPECIAL, FLASHES ACROSS THE WINNING LINE TO WIN THE 15-LAP GOODWOOD TROPHY RACE : Hawthorn's time was 23 mins. 17.8 secs. at an average speed of 92.7 m.p.h. Ken Wharton (B.R.M.) was second, with Bob Gerard (Cooper-Bristol) third. Hawthorn, returning to Goodwood after the retirement from racing of the Ferrari team, in which he has driven this season, also won the other chief event at Goodwood, the 5-lap Woodcote Trophy, in 7 mins. 49.2 secs. at 93·91 m.p.h. In the latter race there was excitement at the start, when Hawthorn just reached the starting-line after repairs to his car.



TONY ROLT COMES TO A FULL-STOP : The driver viewing his Connaught car after he had crashed it into the barrier while attempting to avoid the Argentine driver, J. Fangio, during the five-lap Woodcote Cup Race.



NEGOTIATING PADDOCK BEND IN THE RACE FOR 500-C.C. CARS : The leading car is No. 40, a Cooper driven by R. Nuckey. The race was won by Parker in a Kieft.



JUAN FANGIO AT THE WHEEL OF HIS B.R.M. IN THE GOODWOOD TROPHY RACE : Fangio later pulled into the pits, where he stated that a fault made it impossible for him to drive the car other than in top gear.

SIGNING THE SPANISH-AMERICAN PACT

And Other News of Recent Days in Pictures

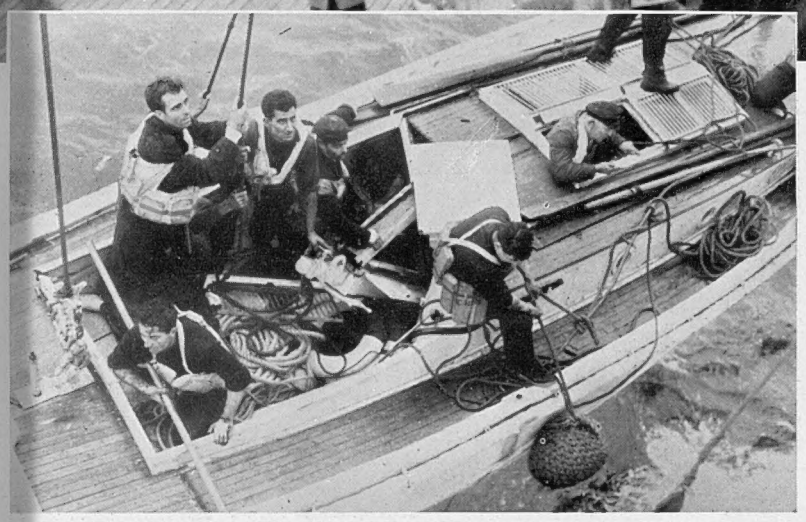
SPAIN SIGNS ON FOR AMERICAN AID : The Spanish Foreign Minister, Martin Artajo, sits pen in hand waiting to follow U Ambassador James C. Dunn in signing the twenty-year military and economic pact in Madrid. Under the p the U.S. will get air and naval bases in the Iberian Peninsula and Spain will receive military and economic a

The Spanish-American Agreement marks a new departure in American policy. In the time of Dean Acheson, America was careful to avoid a strong liaison with Spain for the simple reason that she appreciated the British and French attitude to the origins of the Franco regime. Now, under the promptings of Senator McCarran, and others who have said that Spain's opposition to Communism gives her a right to be an ally of the N.A.T.O. Organisation, the situation is changed. The Agreement's supreme value to Spain is that it ends her period of international isolation, which began in 1936, when Franco seized power and the country automatically placed itself outside the partnership of the Western Powers. For her it is re-entry i the world limelight. To the United States the milit benefits acquired are solid enough. The U.S. Defence Depa ment has declared that the new air bases will allow Americ n lo range bombers to refuel and allow them to resume their eastw flight across Europe in time of war. The bases can also used for the operation of fighters and bombers used in supp of N.A.T.O. Thirdly, the bases will be of value to the Ameri Air Force as it works with the Navy to keep the Bay of Bis the outer English Channel and the Western Medit rrane clear of submarines and other threats to shipping in time of w

LINDSAY HASSETT AND HIS MEN SAY GOOD-BYE TO ENGLAND

A FAREWELL SPEECH ON THE DECK OF THE LINER "STRATHAIRD" AT TILBURY : Lindsay Hassett, the Australian captain, surrounded by his teammates before the ship sailed. The captain said that he thought England would have a hard task to retain the Ashes next year, particularly as the English bowlers would find that Australian conditions would not suit them as much as English conditions. "My opinion is that English cricket is in a very healthy state," said Mr. Hassett. "I was particularly impressed by the great keenness shown by the young people both as players and spectators, and my view is that the game is coming back to its peak here."

A DRAMATIC RESCUE MADE FROM THE "ILE DE FRANCE" IN A HEAVY ATLANTIC STORM



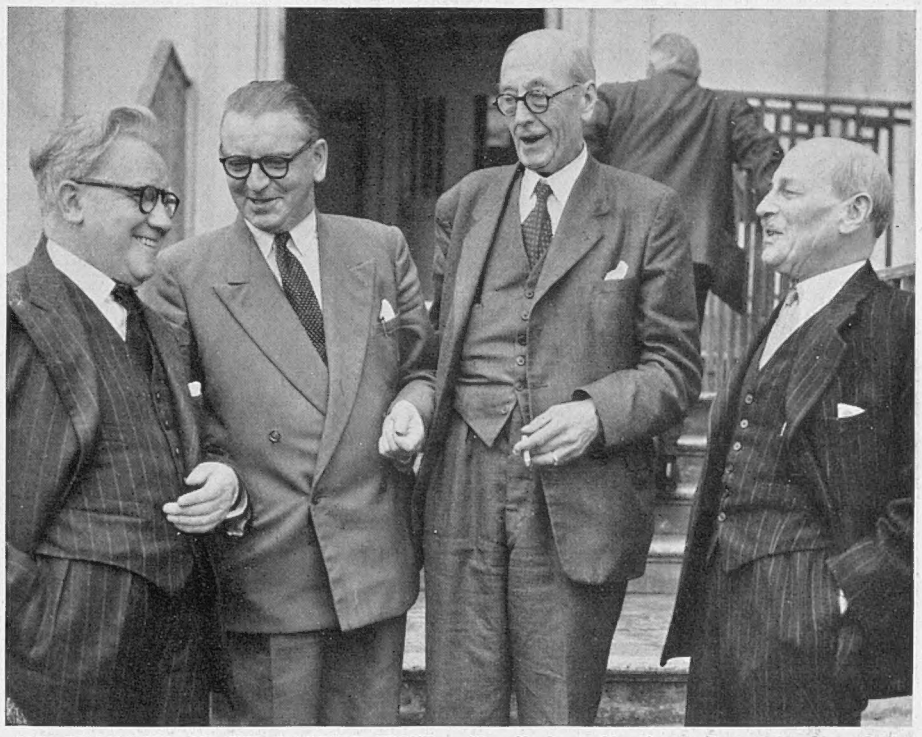
A RESCUE LAUNCH IS LIFTED FROM THE WATER AFTER ITS RETURN TO THE LINER "ILE DE FRANCE": Two men from the freighter perished and one rescue man was drowned and another was killed by snapping rudder chains.

THE SINKING OF THE LIBERIAN FREIGHTER "GREENVILLE" FOLLOWING A SEVERE BATTERING BY MOUNTAINOUS WAVES AND HIGH WINDS IN THE ATLANTIC: This picture was taken from the French liner *Ile de France* just before the freighter went to the bottom. Twenty-four members of the crew were rescued by small boats put out by the liner. Four trips were made by volunteer crews, and all who saw the rescue operations had high praise for the men who went out in the heavy seas. The ill-fated freighter was first seen by the liner after thirteen hours' searching "under impossible conditions," and it was not until six hours later that the *Greenville's* captain agreed to abandon ship. Members of the crew said afterwards that their ship had taken a two-day battering in very high winds and tremendous seas before it started to founder.

EGYPT PUTS AN EX-PREMIER ON TRIAL

THE ACCUSED APPEARS BEFORE THE REVOLUTIONARY TRIBUNAL IN CAIRO: Ibrahim Abdel Hadi, who was Egyptian Prime Minister in 1949, faces the recently-formed Revolutionary Tribunal in the front seat, surrounded by reporters and spectators. Many former Ministers of King Farouk's Government, and their relations, have been charged with treason, political corruption and abuse of influence. Abdel Hadi, who pleaded not guilty to all these charges, was appearing at the first session of the Revolutionary Tribunal, which met at the Revolution Council headquarters in Cairo. This tribunal has many weeks of intensive work before it judging by the intricate and detailed nature of the charges against Abdel Hadi, who is accused among other things of having pushed the Egyptian Army into the Palestine War before it was prepared for it.

THE LABOUR PARTY IN CONCLAVE



OLD STALWARTS ON THE MARGATE FRONT: Mr. Herbert Morrison, Deputy-Leader of the Labour Parliamentary Group, Mr. Morgan Phillips, General Secretary of the Labour Party, Mr. Arthur Greenwood, Chairman and Treasurer of the Labour Party, and Mr. Clement Attlee, leader of Her Majesty's Opposition, seen on the front at Margate.

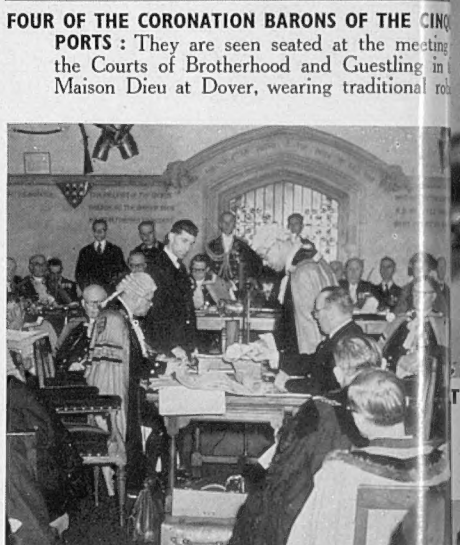
Last week-end the delegates of the Constituency Labour Parties and of the Trade Unions assembled at Margate for the Annual Conference of the Labour Party, their task being to deal with an agenda of 867 resolutions and amendments, a figure which was swiftly reduced at the outset by the compositing of many resolutions with similar objects. For the Conference the main task was to concentrate on the policy document "Challenge to Britain," and from the moment Mr. James Griffiths opened the debate upon the document last Monday to the winding-up speech of Mr. Attlee at noon on Friday, this was the chief preoccupation of the Conference. The opening of the Conference would have been fraught with drama had not Mr. Herbert Morrison withdrawn from the position in which he challenged Mr. Arthur Greenwood, another old stalwart, for the Treasurership of the Party. This Treasurership ensured a seat on the National Executive. Mr. Morrison, who lost his seat to the Bevanite group last year, was able to retain office this year through a Trade Union resolution admitting the Deputy-Leader of the Party to the Executive. Thus was the way paved for amity in the leadership, but no one expected that the Conference would run smoothly, and fireworks there were bound to be in plenty when the protagonists of right, left and centre got to grips.

CINQUE PORTS PAGEANTRY

The Barons of the Cinque Ports Hold Th Courts of Brotherhood and Guestling in Maison Dieu at Dover

THE CORONATION BARONS OF THE CINQUE PORTS IN THEIR COURT DRESS AND SCARLET CLOAKS WALK IN PROCESSION THROUGH THE MAIN STREET OF DOVER : Accompanied by the "representatives of the Ports, Antient Towns and Members Corporate," they marched to St. Mary's Church and later they assembled at the Maison Dieu, adjoining Dover Town Hall, to hold their courts of Brotherhood and Guestling. The last meeting was in 1937 after the Coronation of King George VI, and the reason for the latest meeting was to send a loyal and dutiful address of congratulation to the Queen on her Coronation. In earlier days the Courts met regularly to transact the business of the Cinque Ports and their associated towns, and they were so important collectively that they enjoyed a number of special privileges of self-government.

FOUR OF THE CORONATION BARONS OF THE CINQ PORTS : They are seen seated at the meeting the Courts of Brotherhood and Guestling in Maison Dieu at Dover, wearing traditional ro



THE TOWN CLERK OF DOVER RECEIVES THE RETU OF THE BOROUGHS : The Initial business be transacted at the Maison Dieu before the Co met to consider their loyal address to the Que

THE BARONS OF THE CINQUE PORTS MARCHING TO ST. MARY'S CHURCH : In scarlet cloaks worn over court dress of dark black velvet, with swords, ruffled shirts and waistcoa wonderfully embroidered, they were a colourful sight as they passed through the town of Dover.

THE COURTS OF BROTHERHOOD AND GUESTLING IN SESSION IN THE MAISON DIEU, ADJOINING DOVER TOWN HALL: In all there were fourteen delegations of the Cinque Ports and associated towns. For the most part they consisted of a mayor, four aldermen or councillors attended by a town clerk and other officials. Sergeants and town criers were also in attendance, and all the pageantry of the ancient courts was brought into being for this one single day of solemn ceremonial. Under an ordinance of 1567, designed for the maintenance of good order, anyone interrupting the Speaker twice during the discussion of any single subject was liable to a fine of 3s. 4d.

TAKING THE OATH AS THE COURTS OF BROTHERHOOD AND GUESTLING SETTLED DOWN TO THE BUSINESS OF THE DAY: The Speaker and the deputations pledging themselves to the Queen. They also swore to maintain "the charters, franchises, liberties and customs of the Cinque Ports, Two Antient Towns and their Members Corporate."

Hastings, New Romney, Hythe, Dover, Sandwich, Rye and Winchelsea have been vitally important since before the days of Henry VIII, and they have been clearly conscious of their importance still earlier in English history, for they constituted the unique federation of the Cinque Ports and two Antient Towns. The full list of members has differed a little from time to time in respect of lesser towns associated with the head ports. For the most part, however, the ports were all on the Channel coast, and they formed at one time a confederation which was without parallel among English constitutional institutions. Whether the confederation of the Cinque Ports existed before the Norman Conquest is uncertain, and if it existed at all, it was probably in informal fashion. Certain it is that they gave ship service to the King from very early days, and in return for service to the King in men and ships they enjoyed certain well-defined rights as portsmen, and at every Coronation they were very much in the ceremonial picture, even dining at the table nearest to the King's right hand.

The Cinque Ports have always had a very proper understanding of the place and significance of pageantry and colour, even amidst the drabness of the twentieth century, and those who saw the Coronation ceremonial in 1937 were in no wise surprised when it was so splendidly repeated in Dover last week.

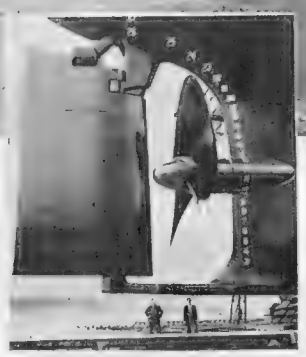
At last week's ceremonial the Barons of the Cinque Ports, clad in an elegant variant of eighteenth-century court dress, marched through Dover to St. Mary's Church, and later the representatives of the head ports, and of the "limbs," some of which are larger than the head ports, gathered in the Maison Dieu, near Dover Town Hall. The assembly took a long time to come to business, but the preliminaries were, after all, an essential part of what everyone had come to see and hear. The clerk of the day, Mr. J. A. Johnson, Town Clerk of Dover, read the letter summoning the meeting, the Dover town crier read a proclamation, and the speaker and the deputations pledged themselves to the Queen.

The text of a loyal address to the Queen was read by the solicitor and approved. Another motion, congratulating the Lord Warden of the Cinque Ports, Sir Winston Churchill, on the bestowal of his Order of the Garter, was moved by the Mayor of Romney. In his speech the Mayor of Romney referred to Sir Winston as "this venerable statesman, full of wisdom, guiding his young and beautiful Queen through her first years of Sovereignty."

DOWN TO THE SEA

NAVAL AND MERCHANT SHIPS LEAVE THE SLIP-WAYS OF SHIPYARDS IN SCOTLAND AND ENGLAND

THE FIRST ANTI-SUBMARINE FRIGATE IS LAUNCHED FOR THE ROYAL NAVY SINCE THE END OF THE SECOND WORLD WAR : H.M.S. *Dundas* being assisted to her fitting-out basin after she had been launched by Lady Eastham from the yard of Messrs. J. Samuel White at Cowes. The *Dundas* is powered by geared steam turbines of advanced design. She will be armed with three Bofors guns and two three-barrelled anti-submarine mortars. These are of the same design as those fitted in H.M.S. *Rocket*. Each mortar can fire a pattern of projectiles with accuracy, and the projectiles can be set to explode at a given depth. The weapons can be trained over a wider area than previous types of anti-submarine mortars.



A HEAVY OIL TANKER OF 26,650 TONS IS LAUNCHED AT BARROW-IN-FURNESS : The new tanker *Esso Westminster*, built by Vickers-Armstrong Limited for the Esso Transportation Company, seen in the water after the launching ceremony performed by Mrs. Howard Page, wife of the Chairman of the owner company. *On left*—A view of the tanker's rudder and screw. Like many other large tankers, the *Esso Westminster* will be powered by steam turbines and oil-fired boilers instead of Diesel engines.

THE SLEEK AND ELEGANT "PORT MONTREAL" TAKES THE WATER AT GOVAN : This new motor cargo-vessel, which was launched from Harland and Wolff's Govan shipyard on the Clyde for the Port Line, is a single screw motor-driven cargo-vessel fitted for the rapid handling and transport of general cargo. She is of the complete superstructure type, with bridge and boat deck amidships and forecastle deck. The rapid handling of the cargo will be ensured by the fourteen electric cargo winches, the fourteen derricks for loads up to 15 tons and, in addition, a heavy derrick at the fore end of No. 2 Hatch for handling lifts up to 70 tons

ANOTHER TANKER FOR THE BRITISH TANKER COMPANY, THE SHIPPING ORGANISATION OF THE ANGLO-IRANIAN OIL COMPANY : The 16,000-ton tanker *British Crusader* seen going down the slipway from Cammell Laird and Company's shipyard at Birkenhead after her launching by Mrs. J. C. Lea, wife of the Commodore Master of the British Tanker Company. When the *British Crusader* joins her bigger sister-ships she will make a valuable addition to the British Tanker Company's fleet bringing crude oil from the Middle East to Britain's refineries.

THE SIXTY-SEVENTH SHIP BUILT FOR THE BRITISH INDIA COMPANY BY BARCLAY, CURLE AND COMPANY : The 9,800-ton cargo motor-ship *Nuddea* seen at Clydeholm Shipyard, Whiteinch, Glasgow, after her launching by Mrs. H. A. J. Silley. 514 ft. long, 67 ft. broad and 42 ft. deep, she is the first of a new class of cargo-liner designed and developed by the builder in co-operation with the owners for service between Britain and India, or any alternative route required by world trading conditions. Her main engines consist of a set of Parsons steam engines. At the launching it was announced that the builders are to carry out a development scheme at the Clydeholm Yard costing between £1,000,000 and £2,000,000.

A MONARCH OF THE HIMALAYAS WHICH CHALLENGES OUR MOUNTAINEERS: Looking across from the direction of Everest, with Lhotse, the South Col and the Western Cwm in the central foreground, this aerial impression shows the pyramidal summit of Makalu, and slightly below it on the left is Makalu II. The mountain rises to 27,790 ft., and while its upper limits are familiar through photography, little is known regarding the approaches, although Shipton and Hillary know something of the ground.

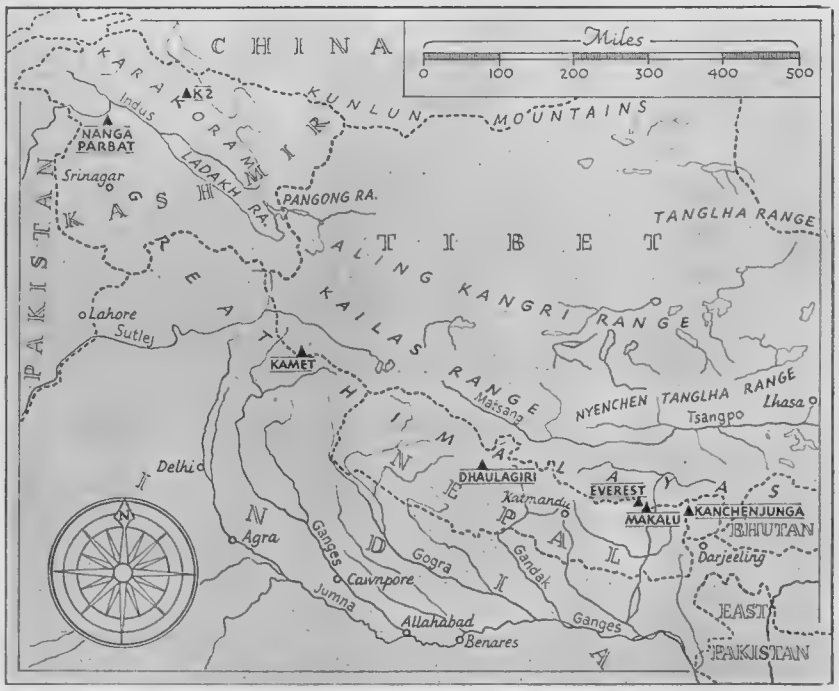
THE CHALLENGE OF MAKALU

After Everest This is the Next Great Peak of the Himalayas Which is to be Tackled by Our Mountaineers

By HUGH MERRICK

WITH DRAWINGS BY VICTOR COVERLEY-PRICE

SIR EDMUND HILLARY, THE CONQUEROR OF EVEREST: The celebrated climber seen wearing a Foreign Legion style of headgear during the advance to the Everest base camp this year. At the moment Sir Edmund is in London and engaged on a series of lectures on his conquest of Everest. Next year it is anticipated that he will lead the assault on Makalu, Everest's spectacular neighbour.



On right—

THE GREAT PEAKS OF THE HIMALAYAS AND THE KARAKORAMS: This sketch-map shows some of the outstanding heights between Kanchenjunga in the south-east and K.2 in the north-west, both of which are over 28,000 ft. and unclimbed. Nanga Parbat, near K.2, was climbed this year by a German-Austrian expedition, Kamet was conquered by Smythe in 1931, and Dhaulagiri is unclimbed.

UNTIL public imagination and interest began to centre in the great Swiss Everest attempts of 1952, to be followed so soon by the Coronation Year triumph of Colonel Hunt's British party, probably very few people had heard the name of Makalu. Even now there may perhaps be occasional confusion between this huge near-neighbour of Everest and another great but lower peak, Manaslu, far away in western Nepal, to which the Japanese have lately devoted their attention, so far without success.

Makalu has, of course, long been familiar enough to Himalayan climbers, particularly to members of any expedition operating among the greatest group of mountains in the world, which swings away from east to west past Everest in a long, icy rampart. Nor will anyone who, from Darjeeling's exquisite hill-station, has made the humbler round of the Sikkim-Nepal frontier ridges be likely to forget the staggering surge of this immense peak, seen above Sandakphu's weathered pines at dawn, flaming upwards like some gigantic, frozen torch, 70 miles away, beyond the cloud-filled gulfs of the Arun gap, still wrapped in the deep blue mystery of night. For one beholder it will always remain incomparably the finest single mountain form he has been privileged to look upon—a grander if blunter Matterhorn, piled twice as high into the heavens from its broad base and, as seen from that high place, dwarfing even Everest and the long Nuptse-Lhotse comb, some fifteen miles to the west.

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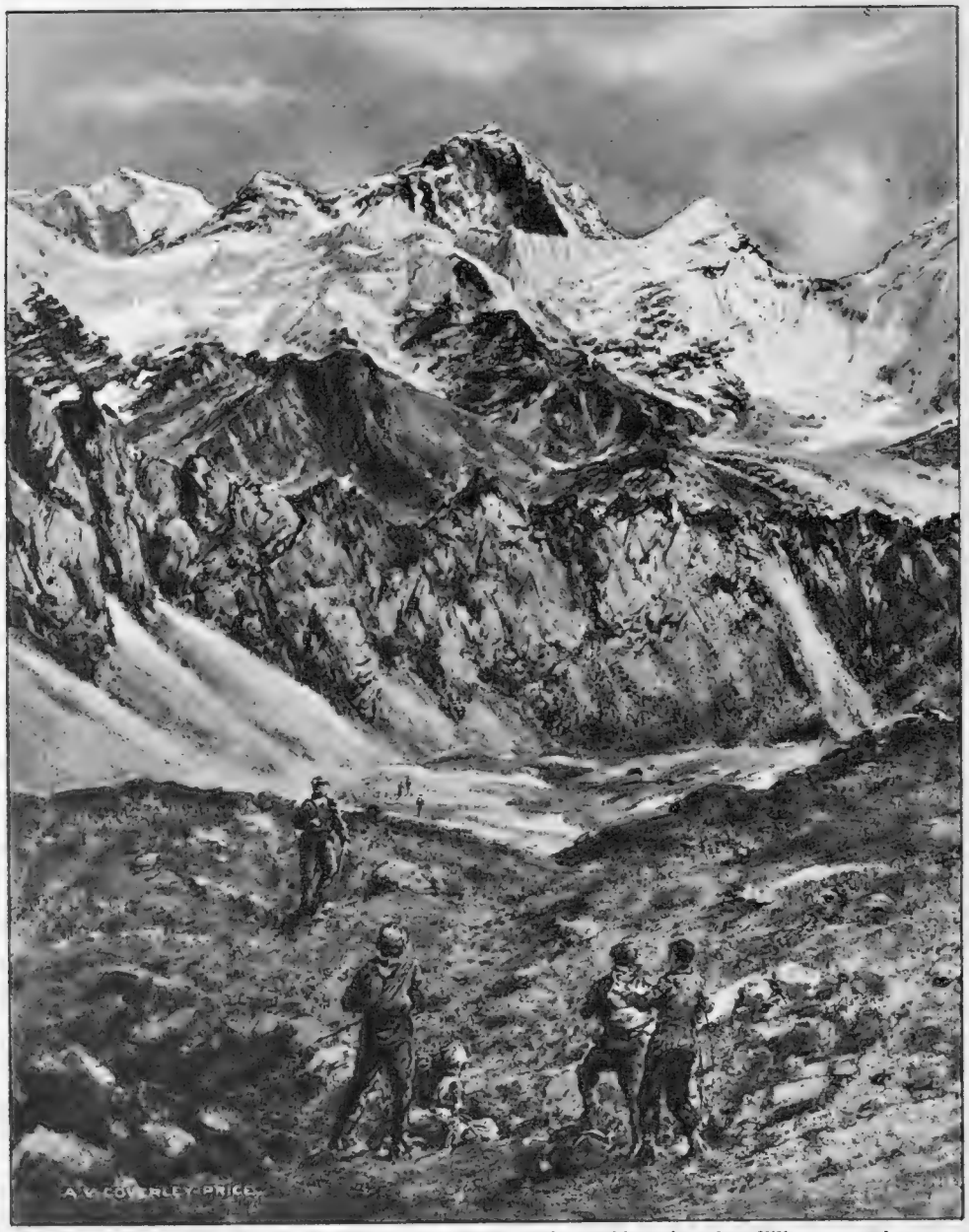
THE CHALLENGE OF MAKALU



LOOKING ACROSS THE IMJA BASIN TO MAKALU: It was from this point that Hillary saw the great peak during the reconnaissance expedition of 1951. Between him and Makalu were the complicated ridges of the high intervening watershed. In the distance towards the left is the snowy mass of Chomolonzo. Although Hillary and Shipton covered quite a lot of ground in this area south of Everest they did not have sufficient food supplies to do all that was possible. They would have liked to have explored the gorges leading to the Arun River.

THE GREAT KNIFE EDGE OF MAKALU: This is the most celebrated picture of the peak ever obtained. It was one of those taken on the Houston Mount Everest flight and received much publicity at the time, being wrongly identified as Everest. "The Sphere" was the first newspaper to point out the error, and to declare positively that this was Makalu.

(Concluded from previous page)

When, as long ago as 1850, Joseph Hooker, the great naturalist and explorer of Sikkim, reported seeing from various high points, westwards across 100 miles of Nepal, a colossal ice-mountain which, from his calculations, he judged to be possibly the highest of them all, it was Makalu he was looking at, not Everest, for, seen from the east, the lower peak effectively masks the world's highest summit with its huge bulk.

Mallory somewhere described Everest, seen from a distance, as "a prodigious white fang excrescent on the jaw of the world." No description could more admirably describe Makalu, as seen from the foothill ranges to the south. It is interesting, however, to note that in Mallory's diaries and letters written while on and around the great peak he pioneered and on which, at the third attempt, he eventually lost his life, Makalu is almost always mentioned in terms of subjection to its overwhelming and uncompromising beauty. It is as if he found himself able to accord to Everest's giant neighbour that element of affection which he could never feel for the huge, oppressive bulk of the implacable enemy against which he was pitting his whole being. Whatever his feelings towards Everest, he never found it lovely. But of Makalu he could write: "Among all the mountains I have seen and, if we may judge by photographs, all that ever have been seen, Makalu is incomparable for its spectacular and rugged grandeur."

Apart from its splendour and magnificence, Makalu holds pride of rank as the fifth highest peak in the world—if Lhotse is accorded the status of a separate peak in its own right—rising to a height of 27,790 ft., twelve miles to the south-east of Everest. Familiar as are its northern glacier approaches to the pre-war expeditions attacking Everest from the Tibetan side, its southern approaches remain unexplored. So far as is known, although at least one of the early pundits must have passed within twelve miles of it on his way by the Popti La route from the Arun basin into Tibet, no one from outside Nepal has ever penetrated any closer through the lofty ranges and high valleys sweeping up to its base from the south-east.

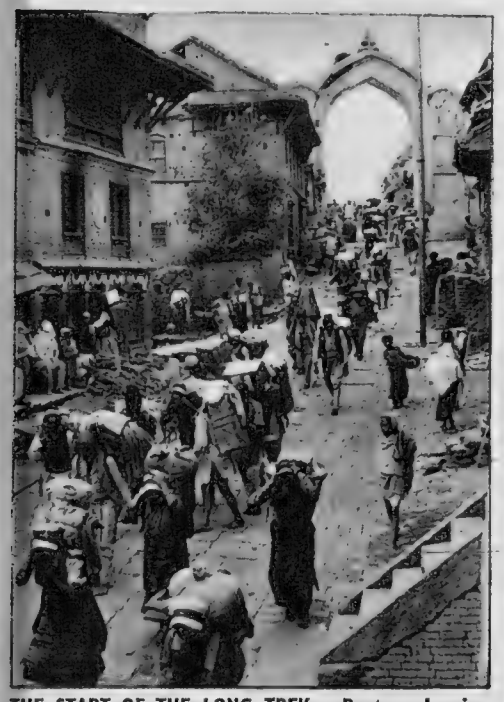
It is now known that next March Sir Edmund Hillary will lead a New Zealand team, including two British climbers, on the first attempt to explore the final approaches to the peak and, if the mountain proves accessible, to undertake its ascent. We may feel hopeful enough that Tensing Norkey and a number of his cheerful Everest "tigers" will be carrying and climbing once again to any height and by whatever difficult routes may be required, to ensure that the necessary camps are pushed to the utmost limits of altitude humanly possible.

In order to reach the great Barun Glacier at the foot of Makalu's south-western precipices, it will be necessary to follow to within about twenty miles of it the trade-route between Nepal and Tibet penetrating the gorges of the Arun—that deep rift which owing, it is thought, to the comparatively late upheaval of the world's crust resulting in the upthrust of the Himalayas to their present stature, the pounding waters have been able to carve at right-angles clean through the main watershed and the great secondary range to its south, from the high Tibetan plateau to the deep, wooded valleys of Nepal. This extraordinary feat has also been achieved by the Karnali, Trisuli and Kali to the west, and far to the east only to a lesser degree by the Brahmapootra which, after flowing for hundreds of miles eastwards through Tibet, suddenly swings south into the Indian plains through a gateway less than thirteen miles wide between two peaks of more than 23,000 ft.—Namcha Barwa and Gyala Peri.

Once the expedition leaves the Arun track it will have to force a way up the unexplored high valleys giving access to the lower basin of the Barun Glacier and then, by ascending the long ice-fall, approach the foot of the mountain for the first time from the south.

An alternative aproach, but one less likely to be adopted, in view of the much stiffer mountaineering problems involved, would be that reconnoitred by Shipton's 1951 Everest Reconnaissance, members of which, operating from their base at Thyangboche, crossed the wide basin of the Imja Glacier, to the south of Everest. They reached a point due west of the Barun from which, they estimated, had three more days' supplies been available, they could have reached the foot of Makalu by climbing the formidable ridges of the watershed between the Imja and the Barun, which still masked the lower slopes of the great mountain. A little later, during a reconnaissance of the Hongu Glacier to the south of the Imja, the party reached a col in the same watershed, but a good deal to the south, towards the 24,000-ft. massif of Chamlang. From this there appeared to be a feasible route down to a subsidiary glacier in the Barun basin: but this would involve a longish detour to the south and back again up the main glacier to reach the base of Makalu.

Whichever route is chosen, the discovery and forcing of the approach route is likely to be the least formidable part of the stupendous task confronting the first expedition to get to grips with this enormous mountain, whose superb granite ridges leap 8,000 ft. from its glacier plinth. Seen from the south-east, they soar to the broad, slightly rounded summit tower, each flattening out noticeably about half-way up, so that the beholder appears to be looking into the hollow of the huge Coronation chair of some Titan king, whose white ceremonial cushion is provided by the ice-folds of a great hanging glacier cradled between the projecting arms. Seen from the west, the two containing ridges sweep up into a pointed spire above a fantastic curtain of grey precipices, too steep to hold for long more than a dapple of snow-patches. Here again, to judge from photographs, the peak is the acme of inaccessibility. But on this side, as seen from the direction of Everest, the downward dive of the north-west ridge is suddenly halted to shoot up again into a subsidiary 25,000-ft. summit, usually known as Makalu II, though it really forms an integral part of the mountain's main mass. From the depression thus formed in the lower part of the ridge vast folds and draperies of ice pour down to the upper field of the Barun Glacier. It may well be that if any lodgment



THE START OF THE LONG TREK : Porters leaving Bhatgaon en route for Namche Bazar, the final halt before the real mountaineering begins. Sir Edmund Hillary may possibly follow this route used by the 1953 Everest Expedition when he takes his party to Makalu.

THE VAST WESTERN PRECIPICE OF MAKALU SEEN FROM THE HONGU BARUN WATERSHED DURING THE RECONNAISSANCE BY HILLARY AND SHIPTON SOUTH OF EVEREST IN 1951 : The Barun Glacier sweeps round the foot of these immense cliffs in the deep trough masked by the snow crests running across the centre of the picture.

MAKALU IN RELATION TO EVEREST : This map shows the position of the Makalu I and Makalu II lying beyond the Barun Glacier, which has not yet been explored.

THE INTRICATE SYSTEM OF GREAT MOUNTAIN RANGES SURROUNDING MAKALU SEEN FROM THE FIRST PASS BEYOND THE BASE CAMP OF THE 1951 RECONNAISSANCE EXPEDITION ON THE WAY TO THE NUP LA : The crest of Makalu is visible in the distance, left centre, and stretching from it towards the onlooker is its snowy massif.

at all is to be obtained on Makalu, it will be by cutting a route up this terrific obstacle to the dip in the ridge, or else by climbing the steep rock shoulder of Makalu II. If the ridge can be gained by either of these routes, photographs taken from high up on Everest seem to show a possible snow and ice route, continuing by the upper part of the north-west ridge to where it joins the enormous upward sweep of the great south-eastern rock ridge, not far below the craggy comb of Makalu's rounded head. Any possible routes on the glaciers at its eastern base, as on the vast face and ridges above them, remain to be observed and explored.

Allowing always for the great progress in the knowledge and technique of Himalayan climbing, in the skill and efficiency of the Sherpa porters and the recent great improvement in oxygen equipment—if oxygen is to be used, and on a peak only 1,200 ft. lower than Everest, perhaps to prove technically more difficult, this is not unlikely—the 1954 Makalu expedition faces an undertaking scarcely less great than that which confronted the first Everest reconnaissance and assault parties more than thirty years ago.

Everest, Nanga Parbat—both, at last, climbed during this astonishing summer of Himalayan activity—K2, still defiant and taking ruthless toll of its American attackers, Kangchenjunga, proudly aloof and untrodden to this day : the trail to their remote feet was blazed gradually over many years.

But as, successively, the Tibetan approach by Rongbuk and the secrets of the northern glaciers, ridges and faces, then the post-war route through Nepalese valleys to Namche and the riddles of the Khombu ice-fall, the Western Cwm and the icy slopes of the South Col beyond, had to be patiently unfolded on Everest, so to only a lesser degree does the problem of Makalu confront Hillary's assault party.

Even after they have penetrated into the Barun basin, who can foretell what glimpses and revelations from vantage-points equivalent to the Rapiu La and Pumori's hard-won ridges will be demanded of them before a practicable route even onto the lowest of Makalu's defences can be established ?

HIMALAYAN PEAKS OVER 25,000 FT.

Climbed, Attempted, and Unclimbed

THE CONQUERED PEAKS

	FT.			
Everest	29,002	Nepal	British (Hillary and Tensing)	1953
Nanga Parbat	26,620	Kashmir	German-Austrian (Buhl)	1953
Annapurna	26,500	Nepal	French (Herzog and Lachenal)	1950
Nanda Devi	25,560	Kumaon	British-American (Tilman and Odell)	1936
Kamet	25,445	Garwhal	British (Smythe)	1931
Tirich Mir	25,426	Chitral	Norwegian	1950

THE UNCONQUERED PEAKS

	FT.				FT.		
K 2 (Godwen-Austen)	28,250	Karakorum	Attempted	Distaghil	25,868	Karakorum	
Kangchenjunga	28,145	Sikkim	Attempted	Masherbrum	25,660	Karakorum	
Lhotse	27,890	Nepal		Rakaposhi	25,550	Karakorum	
Makalu	27,790	Nepal		Humza	25,540	Karakorum	
Dhaulagiri	26,800	Nepal	Attempted	Chomolonzo	25,413	Nepal	
Cho Oyu	26,750	Nepal	Attempted	Gurla Mandata	25,350	Kumaon	Attempted
Manaslu (Kutang)	26,658	Nepal	Attempted	Namcha Barwa	25,300	Eastern Range	
Gasherbrum	26,470	Karakorum	Attempted	Jannu	25,295	Sikkim	
Broad Peak	26,400	Karakorum	Attempted	Chunglung	25,170	Karakorum	
Gosainthan	26,290	Nepal		Bride Peak	25,110	Karakorum	Attempted
Gyachung Kang	25,910	Nepal		Kongur	25,000	Pamirs	

Other unapproached and unexplored peaks of over 25,000 ft. may exist.

NEWS FROM FIVE CONTINENTS

A Survey of the Foreign News in Pictures

WORKING OUT A PROBLEM IN THAUMATURGY—THE BLOOD OF MARTYRED ST. JANUARIUS, PATRON SAINT OF NAPLES, IS ONCE AGAIN ANNOUNCED AS HAVING LIQUEFIED: Duke Luigi Schiano, an official witness at the annual ceremony in Naples Cathedral, waves a white cloth to announce to the faithful that the miracle has occurred and that the dried blood preserved in the teca has liquefied. The Archbishop of Naples, Cardinal Mimmi, is seen standing in the foreground towards the left, surrounded by several members of the priesthood. The time taken for the liquefaction to take place is duly recorded, and if it happens speedily this is regarded as a good omen for the coming year in Naples. All the phial's forms of behaviour have been worked out. If it becomes Roso Vivvi or Roso Cuppo, if it swells or if it dwindles, if it is completely melted or if a hard core remains, there are meanings for these things, and if it boils it is said that Vesuvius will erupt. Eye-witnesses record that there is always an atmosphere of wild expectancy in the cathedral at the time of the liquefaction.

THE POPE BLESSES THE IRISH PILGRIMS DURING THEIR VISIT TO HIS SUMME RESIDENCE AT CASTELGANDOLFO: His Holiness with the pilgrims wh knelt before him in the great audience hall. Among those in front o the Pope are Monsignor William MacNeely, Bishop of Raphoe Monsignor John McBride, Bishop of Kokstad, the Lord Mayor o Dublin and Franciscan Irish friars. The delegation banner proclaime the words, "The Third Order of St. Francis, Merchants Quay, Dublin

A CLOUDBURST LEADS TO THE FLOODING OF GENOA'S STREETS: Life was brought to a standstill in the city for several hours when the torrential rain caused the River Bisagno to overflow, turning streets into streams and squares into lakes. In the worst affected districts of Genoa blocked drains caused the water to reach a depth of 6 ft. Five hundred families had to leave their homes. Four workers lost their lives near Chiavari when a landslide buried the hut in which they were sheltering.

On right—

"THE LAST OF THE RED-HOT MAMAS" HAS A REAL GOOD CRY: Sophie Tucker was overcome by the warmth of her reception during the luncheon given in her honour at the Park Sheraton Hotel in New York. The Friars' Club staged the luncheon in honour of Miss Tucker's fiftieth anniversary in show business. This was the first time the Friars' Club had honoured a woman in this manner, and the New York Press referred to it as "a precedent-shattering event."

On left—

NOW SHE WILL BE A SOLDIER OF THE SHAH: Sitting up in bed surrounded by doctors and nurses in a Teheran hospital is Farideh Najafi, who has undergone three surgical operations and is now pronounced to be a male. She is changing her name to Farhead and intends to fulfil her dearest ambition of joining the Persian Army. Before undergoing treatment Farideh declared that she had rows with her mother because she would go out with boys. When her voice began to change about two months ago her mother consulted the hospital.

A BIG SHIP PASSES THROUGH THE HEART OF CHICAGO: The *Marine Star*, which towe to a height of 55½ ft. and is 520 ft. long, with a 70-ft. beam, seen as s passed beneath the bascules of the bridge beneath the Civic Opera Building. the vessel has a draught of 16 ft. this had to be reduced by giving her spec buoyancy, otherwise she could not have navigated the channel at its minimu depth of 9 ft. The ship was being towed to Muskegon, Michigan, there to converted into a passenger vessel by her owners, Sand Products Corporation of Detro

ARRESTED AT THE ORDERS OF GENERAL NEGUIB—A NEW PHASE IN THE REGIME'S CAMPAIGN AGAINST EGYPT'S FORMER ADMINISTRATORS : *Left*—Ibrahim Abdel Hadi, Prime Minister of Egypt under the Saadist regime, arriving at the military police headquarters at Cairo under escort. *Centre*—Mamdouh Riad, a former Minister of Commerce, after his arrest. *Right*—Dr. Ahmed el Nakib, former head of the Moassat Hospital, and Prince Abbas Halim under escort. They were among thirteen former leaders and officials, including two Premiers, who have been arrested or placed under house arrest, and who will be brought before the newly-created Revolutionary Court.

The arrest of former Egyptian political leaders and others associated with Farouk in a sudden swift round-up by military police in Cairo and Alexandria indicates a much tougher policy on the part of the Neguib regime towards political opponents, some of whom, but not all, have hitherto gone unmolested. Mustapha Nahas, the former Prime Minister and leader of the Wafd, is at the time of writing under house arrest, and Ibrahim Abdel Hadi, another former Premier and leader of the Saadist Party, and Prince Abbas Halim, a cousin of Farouk, and formerly President of the Egyptian Labour Party, are both detained in the foreigners' gaol in Cairo. Nahas's wife is also under house arrest, and so is Dr. Hafez Afifi, formerly chief of the Royal Cabinet. Others arrested include Ibrahim Farrag, Minister of Rural and Municipal Affairs in Nahas's 1950-52 Government, for one period of which he was acting Foreign Minister, Karim Tabet, formerly Farouk's Press adviser, and Ahmed el Nakib, formerly Director of the Moassat Hospital, Alexandria, and another friend of the Palace. At the moment the charges which may be preferred against those arrested have not been made known. The arrests are probably designed to crush the underground movement in Egypt which is known to have been taking shape recently.

CLEARING THE JUNGLE FOR OIL EXPLORATION IN NORTH BORNEO : Bulldozers preparing the way for the road to the drilling site on the Klias Peninsula. Shell's concession in North Borneo is of about 1,000 sq. miles, split into two areas : the Dent Peninsula on the east coast, where a gravity survey is soon to begin, and the Klias Peninsula, where an exploration well of 7,000 ft. in depth will be drilled. In the latter area a specially-built jetty on the banks of the Situmbok Lake, a 200-yard causeway over swampland and eight miles of road have to be built to bring heavy equipment to the drilling site. North Borneo borders on the British protected state of Brunei, where Shell's Seria oilfield already produces 5,000,000 tons of oil per year, making it the largest single field existing in the British Commonwealth.

SEARCHING FOR OIL IN ISOLATED WESTERN AUSTRALIA : This is an aerial view of Rough Range No. 1, the joint American-Australian project on which work is now going ahead. Learmonth lies 600 miles north of Perth on the fringe of a sparsely populated area. In all the 3,000,000 square miles of the continent of Australia oil has not as yet been found in commercial quantities. Sporadic attempts have been made in the past fifty years to find oil, notably in Queensland. One of the hazards associated with this latest enterprise are hurricanes called willi-willies. These are of fairly infrequent occurrence, but one recent storm was of such violence that it laid the whole camp flat.

THE DRAMATIC WORLD OF SENATOR JOSEPH McCARTHY : Abraham Unger, a lawyer who was defence counsel for eleven leading Communists, being removed by a guard from a public session at the Federal Court, New York, of the Senate Internal Security Sub-Committee. Unger had refused to answer questions regarding his political beliefs. As he was being removed from the court, McCarthy told him he would file papers citing him for contempt. Unger challenged McCarthy's right to question him on his political beliefs. *On right*—McCARTHY AND HIS HENCHMEN GO INTO A HUDDLE : David Shine (Chief Consultant), Senator McCarthy, Roy Cohn (Chief Counsel) and Frank Carr discussing the position arising from Unger's refusal to answer questions. Their arrival in New York follows McCarthy's investigation into the U.S. Army when he was given the names of alleged American Communists working with the United Nations. From now on it is expected that the Senator will be concerning himself more and more with the affairs of U.N. employees.

NEW PICTURES OF THE MASAI TRIBE

This Proud Warrior People are Being Specially Protected from Mau Mau Infiltration

In recent years much has been done, especially in Kenya and Tanganyika, to improve the condition of East African tribes. They are being taught to build good houses, to farm more efficiently, and to improve hygiene and health within the tribe. Perhaps the tribe which reacts most slowly to this civilising process is the Masai.

The Masai have a long and honourable tradition behind them. They are a semi-nomadic tribe who wander over East Africa with their immense herds of cattle. Where they have settled communities, they live in village stockades which resemble Kaffir kraals. Many now live in a reservation south of Nairobi known as Masailand. Two of their districts were last week declared "special areas" to prevent Mau Mau infiltration, though the tribe is known to be strongly opposed to the terrorist movement.

Wherever he goes the Masai man carries a spear, a badge of his great hunting tradition. At one time a Masai could not marry unless he had killed a man or a lion. It is therefore not surprising that the tribe consider manual or clerical work degrading, and this makes the modernising of the tribe exceptionally difficult.

The Masai are a picturesque people who live on a mixture of maize meal and blood washed down with milk. They are tall and slim, and wear a single cotton garment rather like a sari. The women have their heads shaved and wear deep collars of coloured beads threaded on wire, while the men wear a variety of hair-styles. Their clothes, their ornaments and their hair-styles all retain something of the native African culture that will remain long after the process of civilisation has been completed.

MASAI MEN AND WOMEN RETAIN THEIR ANCIENT TRADITIONS: Men of the East African Masai tribe, with the spears which they proudly carry wherever they go, are seen with their womenfolk. *Below*—Two young girls of the Masai tribe, wearing collars and head-bands made of coloured beads.

THE MASAI BREAK INTO A CHANTING SONG: Men and children chant, a little self-consciously, one of their traditional songs. While the heads of the girls are shaven, the men wear a variety of elaborate hair styles; their hair is braided into pigtails and plaits with the assistance of mud.

On left—

THE WOMEN ARE IN TOUCH WITH THE LATEST FASHIONS: The civilizing influences which are now sweeping the native tribes in East Africa are slow to find a response among the Masai tribe. But the size of the ear-rings of these Masai women shows that they do not lag very far behind the latest feminine fashions now current in London.

HAND-IN-HAND THE "GENERAL" AND HIS "ADJUTANT" SURRENDER: "General" Kerihinya, right (his name means "place of strength"), is led away by Kikuyu Home Guard, with his "adjutant," Oneko. They had surrendered to a loyal Kikuyu guard post at Gathuti, south of Nyeri.

The Campaign Against Mau Mau

A "GENERAL" SURRENDERS

Vigorous Action Against the Terrorists in Kenya has Met with Recent Successes

The campaign in Kenya against Mau Mau terrorism is reaching a new stage of intensity. Two battalions and a brigade headquarters have been flown out from England to reinforce the troops already in the Aberdares. At the same time, more offences in connection with Mau Mau have been declared punishable by death; and elaborate arrangements have been devised to secure the surrender of more terrorists. Leaflets have been dropped to encourage Mau Mau to give themselves up by waving green branches.

Among the latest batch of surrenders is that of a self-styled "general," Kerihinya, together with his "adjutant." This followed news of the death in battle of another Mau Mau leader, Kamwanda, and problems of leadership are now an additional source of trouble to the terrorists.

It is hoped that news of this surrender will encourage more terrorists to come out of their hide-outs. Already Mau Mau who have surrendered have been sent back into the forests to bring back more waverers. Altogether the intensified campaign against Mau Mau has resulted in a sharp decline in terrorism. Major attacks on Europeans have now ceased for a long time, and although terrorism is by no means dead, the thoughts of administrators are turning to the rehabilitation of the Kikuyu population.

A KIKUYU HOME GUARD POST: One of the fortified posts on the slopes of the Aberdare Mountains which are manned by loyal Kikuyu Home Guard. The stack in the background is ready to be lit as a bonfire signal. *On left*—A Land-Rover cuts a path through thick bamboo forest in the Aberdares.

LOYAL KIKUYU WATCH THEIR PRISONERS: These Home Guards are carrying an odd assortment of weapons, from spears to Lee Enfields.

INTERROGATION FOR THE MAU MAU LEADER: "General" Kerihinya answers questions put to him by a Military Intelligence Sergeant of the Kenya Regiment. His surrender may encourage other Mau Mau to follow his lead.

A "GENERAL'S" ELABORATE UNIFORM: The home-made uniform of "General" Kamwanda, who was killed recently, is displayed by a loyal Kikuyu. On the tunic are the stolen ribbons of the Africa Star and Victoria Cross, as well as two Africa Star medallions. R.A.F. buttons on the shoulder tabs denote the "general's" rank.

A GEOGRAPHY LESSON FROM THE AIR

Gibraltar and North Africa Seen from the Comet II Aircraft on its Return from South America on its Record-Breaking Flight

This remarkable aerial picture, taken from the Comet II aircraft on its recent return journey from South America, shows the whole vast panorama from the Rock of Gibraltar to the African shore, with the towns of Punta Almina and Ceuta emerging from the mist. Sir Miles Thomas, Chairman of the British Overseas Airways Corporation, who was aboard the Comet II on its flight, declared: "This is a unique picture. Only from a Comet can such vistas be seen by passengers sitting at 43,000 ft. and flying at 500 miles per hour." The picture, says the photographer, was taken at a time of abnormally good vision, and he could see about 120 miles over the Mediterranean. The photographer was Mr. Henry Hensser, who has mapped out Comet courses across the world in a series of photographs which are published in a book entitled *Comet Highway*. Mr. Hensser is head of the photographic section of B.O.A.C. He estimates that he has flown about 1,000,000 miles during the past twenty-three years, and he has taken photographs in most of the countries of the world. A close look at the left-hand section of this picture shows the specially constructed runway which lies at the foot of the Rock of Gibraltar towards the Spanish frontier at La Linea. The jet liner was about 25 miles north of the Rock.

LOOKING TOWARDS THE MAIN FLAGSTAFF FROM THE ENTRANCE TO THE CHAPEL AT THE AMERICAN WAR GRAVES CEMETERY AT MADDINGLEY, NEAR CAMBRIDGE : On the left work is in progress on four statues representing the United States fighting services and the U.S. Coastguard. On the right are some of the stone crosses above the 3,811 graves within the cemetery. Work at Maddingley is not expected to be complete for a year. It is supervised by a firm of Boston architects, Perry, Shaw, Hepburn, Kehoe and Dean.

The American War Cemetery at Maddingley

Work in Progress on the Memorials to the Killed and Missing of the U.S. Services Who Operated From Bases in Britain

THE APSE WITH ITS ELABORATE MOSAIC : Behind the altar are the words : "He restoreth my soul. He maketh me to lie down in green pastures."

THE NEWLY-FINISHED STONE CHAPEL : This simple building stands above the graveyard with its rows of white crosses. At present Francis Scott Bradford, an eminent artist, is working on the mosaic, for which all the marble has been brought over from Italy.

MR. SCOTT BRADFORD AT WORK ON THE CEILING OF THE CHAPEL BEFORE THE REMOVAL OF THE SCAFFOLDING : The mosaic is dedicated to the men "who flew their final flight from these friendly islands."

THE ENTRANCE TO THE CHAPEL : Above the doorway are the words "To the Glory of God and in memory of those who died for their country 1941-45." The wall on the right will bear the names of missing men.

RECLAIMING THE BURIED BARONY

Britain's Only Desert, the Sands of Culbin, Between the Moray Firth and the Findhorn, is Being Replanted as a Forest

ACRE UPON ACRE OF WELL-DEVELOPED CORSICAN PINES WHERE ONCE THERE WAS ONLY SAND : This is a view from Hill 99 of part of the area between the Moray Firth and the Findhorn River which was overwhelmed in the great sandstorm of 1694, and is now in process of being reclaimed through the energetic work of the Forestry Commission. In its heyday, about 250 years ago, Culbin was a place of prosperous farms. It was regarded as one of the granaries of Scotland.

On left—

BRINGING IN BRUSHWOOD TO ASSIST IN RECLAMATION : The sands of Culbin are thatched with broom and branches of fir trees preparatory to planting the area with young trees. In this way a firm base is given to very large areas of dunes and hills composed entirely of moving sand.

SCOTLAND'S SAHARA—PART OF THE AS YET UNRECLAIMED PORTION OF THE BURIED BARONY OF CULBIN : The sixteen farms which once existed in this area furnished the baron with a yearly rent in money of £200 per farm, not to mention large quantities of goods in kind. This smiling estate was overwhelmed almost in a night by wind-borne sand. It is hoped, by the Forestry Commission, to complete the replanting of the whole area in five years time.

Just 259 years ago a series of violent storms caused the sands of Culbin, on the Morayshire coast of Scotland, to drift inland, bringing disaster on the Mansion House and the sixteen prosperous farms that formed the Barony of Culbin. Where there had been forest and fertile land there was nothing but desert, a miniature Sahara six miles long by two miles broad. The sand kept encroaching inland, slowly but surely.

In modern times the Forestry Commission has been given the seemingly impossible task of reclaiming this area. By creating a forest they would stop the drifting sand and bring a desert into fertility. They began their task in the manner of Birnam Wood coming to Dunsinane, by carrying branches of pine trees to lay on the sand and thus preventing it drifting. The brushwood itself had to be pegged in places to prevent it blowing away. Not only does the brushwood fix the sand, but it decays into a humus which helps the trees to grow, once they are planted. From 36 to 40 tons of brushwood are required to each acre of sand.

The tree chosen for the replanting programme is the Corsican pine, which thrives well in adverse soil. Continual experiments have found the correct technique of planting, and gradually the area of woodland has been extended. The achievement of the Commission in conquering the sands can be judged from the accompanying view from Hill 99. In five years time the whole area will have been planted, after thirty-seven years work.

It is an extraordinary experience to walk over this lonely tract of coast. From out of the forest one walks over dunes covered with new-laid pine branches. In due course the bright-green branches will assume the brown colour of decaying vegetation and be ready to take the seedling pines. Always there is the throb of tractors as new loads of pine branches are dumped for laying.

LIFE ON AILSA CRAIG

THE ROCKY ISLET IN THE FIRTH OF CLYDE WHERE A LONE FAMILY CARRIES ON THE UNUSUAL TRADE OF HEWING CURLING STONES

THE OFTEN CLOUD-CAPPED ISLAND IN THE FIRTH OF CLYDE, WHICH IS SEEN BY A HOST OF TOURISTS BUT NOT OFTEN VISITED : Ailsa Craig, rising abruptly out of the sea to a height of 1,114 ft., is about two miles in circumference, and looks rather like a gigantic Dundee cake. In addition to the lighthouse-keepers, who have the vital task of guarding the shipping lane, Ailsa Craig is the home of a lone family, the Girvans, who run one of the smallest industries in the world—that of making curling stones. Until the erection of a lighthouse in 1883-86, the only inhabitants of Ailsa Craig were goats, rabbits and wildfowl. The population in 1891 was twenty-seven, in 1901 it had nine inhabitants, and to-day the figure is ten, being made up of the three Girvans and their quarryman assistant, Mr. William McGee (a mainlander), the lighthouse-keeper, the assistant lighthouse-keepers, their wives and one child.

Ten miles west by north of Girvan, off the Ayrshire coast, where merchant ships from every part of the world converge on to the main route into the Clyde estuary, stands Ailsa Craig, a rocky islet two miles in circumference and towering above the waters, a spectacle sometimes of awe-inspiring grandeur.

Ailsa Craig is the home of millions of birds, rabbits and rats, and has a human population of ten, which is a 10 per cent. increase on the official census figures for 1901. Although thousands of people passing up and down the Clyde estuary see the rock, very few people actually land there, although in the summer months tourists occasionally make the crossing in the *Lady Ailsa*, who supplies are being shipped over from Girvan.

Ailsa Craig, despite its size, boasts one industry and that is the hewing of curling stones for the Scottish market. These are made from ailsite, a type of stone which has for long been a puzzle to geologists.

Mr. and Mrs. Girvan and their fifteen-year-old son, Jimmie, plus the quarry-keeper, William McGee, run the curling-stone industry on the island. The three men can prepare a score of 90-lb. roughs a day, and maintain a yearly output of 1,200 stones. Fifty-two-year-old James Girvan, the third generation tenant of Ailsa, can proudly describe himself as the only curling-stone dresser in the world. Until recent years he paid part of his rent to the owner, the Marquis of Ailsa, in the form of 20 dozen gannets' eggs.

The quarry workers form almost half the population of the island, the others being the lighthouse-keepers and their families.

The position of the island in the mouth of the busy River Clyde makes it important as a lighthouse station, and the upkeep of its foghorn is a most vital part of their task, owing to the dense mists prevalent in those parts. The other main feature of Ailsa is the bird-life. The cliffs are remarkable, and at the northern end one overhangs approximately 600 ft. This part of the cliff is called the Berestack, and is so precipitous that it is only the home of a few kittiwakes. The other cliffs, however, are the homes of millions of sea birds, gannets, guillemots, gulls and puffins.

Not a great deal is known about the early history of Ailsa Craig, but on the ledge of a crag on the eastern front are the remains of an ancient stronghold. Not far distant, and about 200 ft. from the summit of the island, are some springs.

It was in 1831 that the Earl of Cassilis, the proprietor of Ailsa Craig, was raised to the dignity of Marquis of Ailsa.

THE MERMAIDS' CAVE ON THE SOUTHERN SHORES OF AILSA CRAIG : The cave obtained its name, it is thought, because of the seals which are to be seen in the vicinity at certain seasons of the year. The rock, it will be seen, assumes a columnar form reminiscent of Staffa.

THE SLUNK, A CHINE WHICH CUTS DOWN FROM THE CLIFF-TOP TO THE SHORE : The nests of gulls, guillemots and gannets can be seen on the narrow ledges. In the nesting season the sound of the birds is almost deafening.

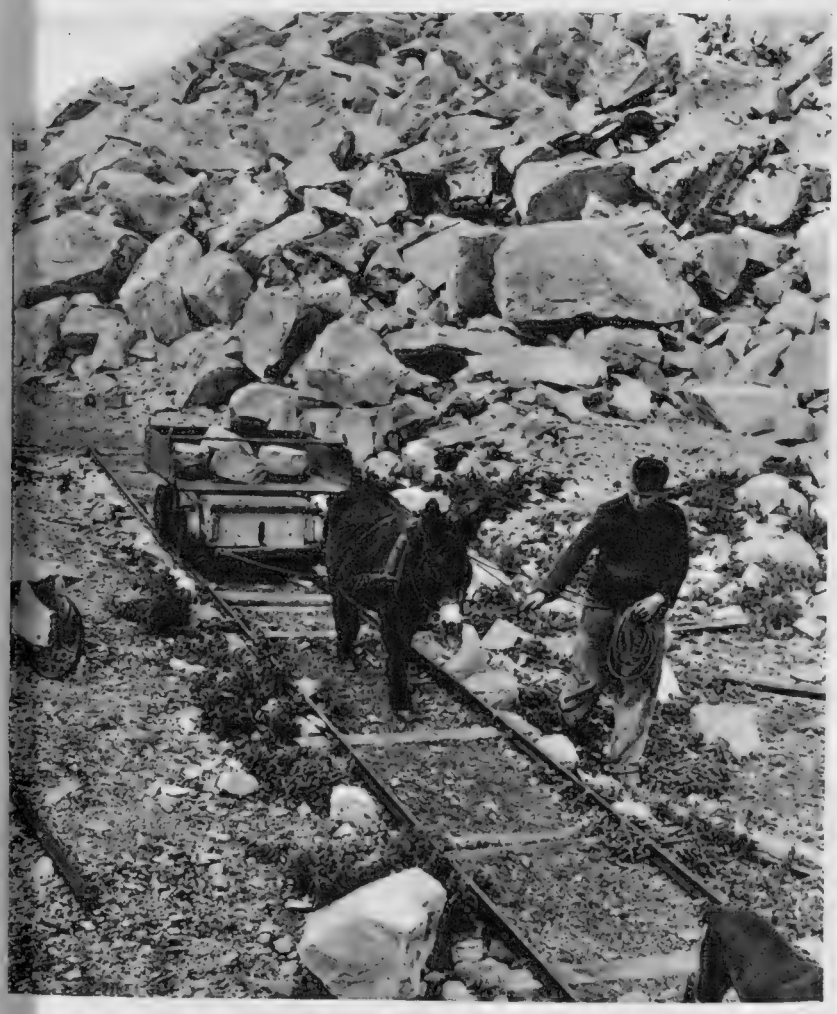
AFTER THE ROCK HAS BEEN QUARRIED BY BLASTING: Mr. William McGee and Mr. James Girvan levering the great blocks into position before shaping them into the size for curling stones.

A CURLING STONE BEING ROUGH HEWN: The three workers in the Ailsa Craig quarry can prepare a score of these stones in the course of a day.

THE LIGHTHOUSE AND ITS LIVING QUARTERS SEEN FROM THE CLIFF-TOP: Here the keeper, his two assistants and the members of their families live in comfort, but isolation. The lighthouse was built in 1883-86, and stands astride the shipping route into the Clyde.

On right—

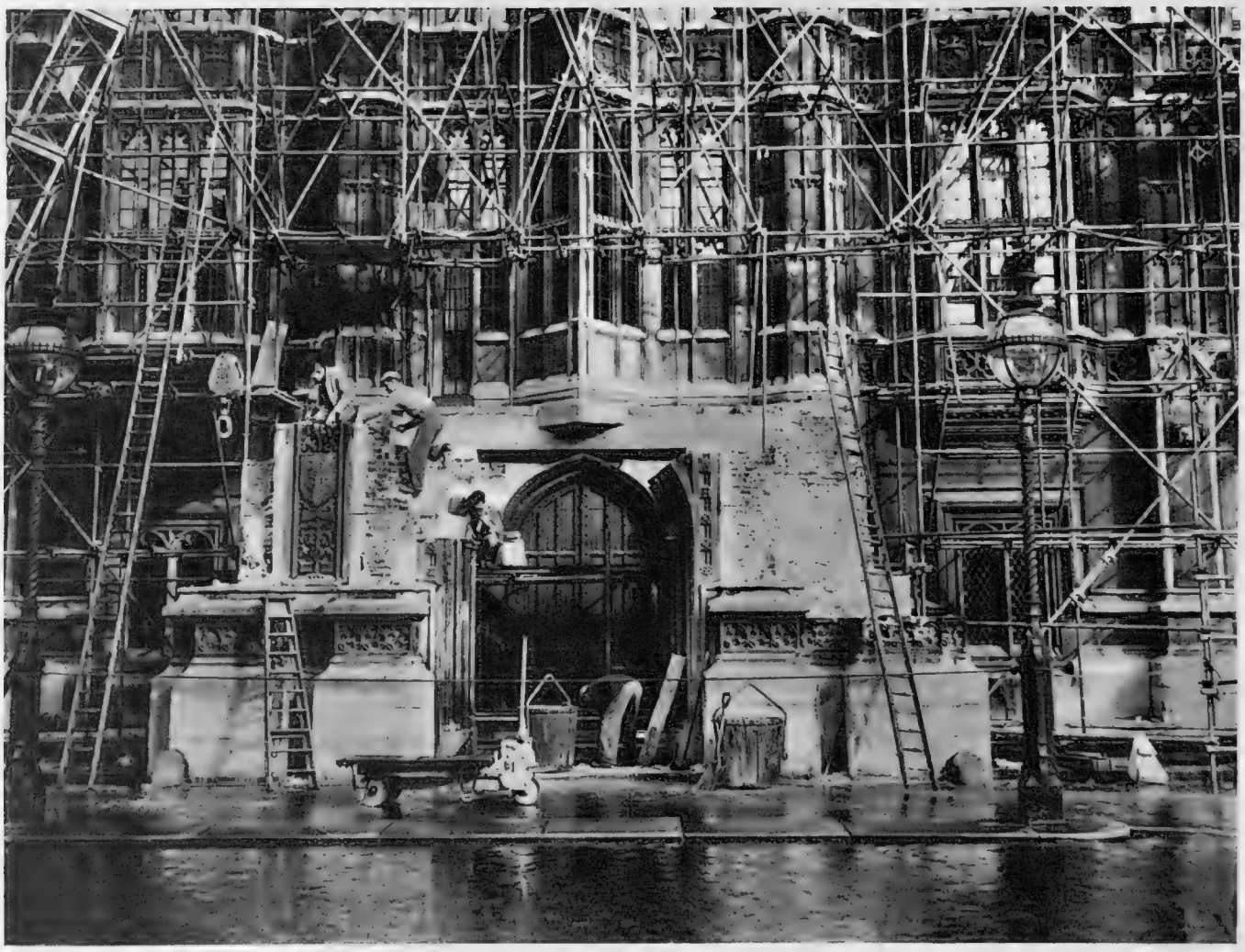
THE NORTHERN FOGHORN ON AILSA CRAIG: First Assistant J. McWilliam emptying the water pan which collects the rain blown by gales into the open mouth of the great horn.



NEDDY PROVIDES THE MOTIVE POWER ON THE LIGHT RAILWAY: Led by Jimmie Girvan he takes a load of curling stones in the rough down to the jetty.

On right—

THE "LADY AILSA" PAYS A VISIT TO THE ISLAND: James Girvan and his son Jimmie watch the unloading of stores. Captain Archibald Girvan, a cousin of James, is the skipper. During favourable weather in the summer the *Lady Ailsa* brings supplies and visitors to the island, but in the winter the rock is visited only when weather permits, sometimes very infrequently.



The Home News in Pictures

RESTORATION IN LONDON

AND OTHER EVENTS FROM ST. PAUL'S CATHEDRAL; THE ENGLISH COUNTRYSIDE; THE COAST; THE FIRTHS OF SCOTLAND

On left—

RESTORATION AT THE PALACE OF WESTMINSTER—THE PEERS' ENTRANCE TO THE HOUSE OF COMMONS BEING DISMANTLED: The stonework in some parts of the House of Commons has become so decayed that it has been found necessary to dismantle and rebuild it completely. Work has now begun on the Peers' Entrance. The original building material of magnesium limestone from Anston, in Yorkshire, has not withstood the test of time. The new stone being used comes from the Clipsham quarries in Rutland. Last year the work of restoring the pinnacles on the Victoria Tower, which was begun in 1938 and held up by the war, was at last finished. The complete restoration of the Palace of Westminster is expected to take some twenty-five years.

THE CHOIR OF ST. PAUL'S TOURING AMERICA: Members of the St. Paul's Cathedral Choir practising in London shortly before leaving for a two-months tour of the United States and Canada. They are singing under the direction of the organist of St. Paul's, Dr. Dykes Bower, who accompanies them. The visit is made in connection with the plans for an American Chapel in St. Paul's.

SEA WATER AND SANDBAGS—EXPERIMENTING ON THE TAY: Two members of the British Jute Trade Association study the effects of the sea on panels of sandbag cloth in the Tay Estuary. On the panels on the left there is a heavier marine growth than on the more recently exposed panels under examination. This experiment is part of a thorough investigation at laboratories in Dundee of the effects of tidal waves on sandbags. It is a result of the installation of millions of sandbags in the emergency repairing of the East Coast seawall defences after the flood disaster of last spring. At the time it was realised that a proportion of the bags being used would deteriorate as a result of attack by fungi, bacteria and marine growths. The task of the present research is to discover and to combat the effects of these foreign bodies on sandbags.

On left—

A NEOLITHIC FLINT-MINE IN SUSSEX: A load of stones is hauled to the top of the Neolithic flint-mine which is being excavated at Cissbury Hill, on the Sussex Downs. The tunnel in which a member of the Worthing Archæological Society is working is 20 ft. below ground.

On right—

A NEW KIWI FOR THE LONDON ZOO: New Zealand's national bird, the kiwi, is once again represented at the Zoo as a result of a gift from the Auckland Zoological Gardens. The new kiwi was flown from Auckland to London via the United States, and fed throughout the journey on a diet of worms. It is the first kiwi at the London Zoo since the last died in 1934.

THE LAUNCHING OF A BRITISH RAILWAYS MOTOR-VESSEL: The *Arran* glides down the ways after she had been launched on the Clyde from the Leven Shipyard at Dumbarton. The launching ceremony was performed by Mrs. J. L. Harrington, wife of the Chief Officer (Marine and Administration) of the Railway Executive. The new vessel is to join the Clyde services of the Scottish Region of British Railways and is designed to carry passengers, cars and cargo. The cost of the new ship is as much as the combined price of five of the present Clyde fleet built before the war.

A NEW LEASE OF LIFE FOR SOHO SQUARE: Repairs and alterations are in progress in London's West End designed to give Soho Square a newer and brighter appearance. Flower-beds are being made and footpaths laid. The statue of Charles II has been removed for renovation and cleaning. The "Summer House" (which actually camouflages a ventilation shaft) is also under repair. Soho Square, which was built in 1681, was once a fashionable area. This year two churches there celebrated the fiftieth anniversary of their dedication.

POTATO-PICKERS MAKE AN EARLY START: A general view of work in progress on a farm at Barkway, in Hertfordshire, where women are picking up potatoes as the tractor and potato-lifter turns up the ground. Farmers all over the country are taking advantage of fine weather to gather the early crop of potatoes for storage.

DRAINING WATERLOGGED LAND BY MOLE PLOUGHING: The mole plough in the foreground is drawn across a Hertfordshire field by a traction engine as channels are made by the plough's blade to enable water to drain away. Many farmers, wishing to begin their autumn ploughing, have been faced with waterlogged ground due to the very wet weather this year. The mole plough provides a simple solution to these drainage problems and is much in demand among farmers.

THE NAVY'S MOTOR TORPEDO-BOATS JOIN "EXERCISE MARINER": A view from a Navy helicopter as Britain's "little ships" are on their way to take part in the European phase of "Exercise Mariner." These motor torpedo-boats are 75 ft. long, and mount two 21-in. above-water torpedo tubes and one small gun. The great exercise, which brings into operation naval and air forces of all North Atlantic Treaty nations, involves Atlantic and Channel fleets as well as large commercial liners.

On right—

A FALL ON THE FLAT: W. Snaith is being carried in after Medal Ribbon, the horse he was riding, fell in the Welbeck Selling Stakes at Leicester. The horse made a slow start, and fell 100 yards from the finishing post. As the flat-racing season enters its last seven weeks, National Hunt racing is coming more into its own.

WILTSHIRE TROUT AND ATLANTIC MINNOWS

A Good Season of Sport has Come to an End in England, while in America Fish Help the Progress of Medical Research

THE CAREFULLY-SELECTED FLY IS KNOTTED TO THE GUT : Whether the artificial fly is to float or to sink, it must be chosen with extreme care in order to lure the intelligent trout. Flies are selected according to the weather and the season. Nylon casts can also be used as an alternative to the fine gut.

THE AVON PROVIDES A PLEASANT STRETCH FOR TROUT-FISHING : Mr. Frank Sawyer, river-keeper, makes a cautious approach to a rising trout on the six-mile stretch of the Avon near Netheravon. This pleasant and restful stretch in Wiltshire is fished by the Officers' Angling Association, and during the close season, which has just begun, it is the task of the keeper to see that the river remains stocked with healthy, well-fed trout.

On right—

STALKING THE TROUT : A trout has risen 20 yards away. Moving only his forearm and wrist, Mr. Sawyer swings the 8 ft. 6 ins. cane rod back and forth as he prepares to cast. The dry fly then drops on the water with scarcely a ripple. If the fish takes it, the top of the rod must be lifted to drive the hook home. Then the battle with the trout begins.

THE STRUGGLING FISH IS PLAYED TOWARDS THE BANK : The landing net is ready to receive the trout. A good fish will test the skill of the angler to the utmost. When it has been hooked, the trout may make a strong leap out of the water, roll and lash out with its tail, or just lie sulking at the bottom or among the reeds.

On left—

POP-EYED MINNOWS AID AMERICAN RESEARCH INTO GOITRE : These two common minnows from the Atlantic Ocean are among hundreds shipped regularly in iced boxes to the City and Western Reserve University School of Medicine in Cleveland, Ohio, where new discoveries are being made about the origins of goitre. The minnow on right has been treated with a substance which has made it pop-eyed, one of the characteristics of one form of goitre ; on the left is an untreated minnow. The most common form of goitre is a thyroid swelling in the lower part of the front of the neck. Hitherto it has been believed that pop-eyes are also caused by the enlargement of the thyroid glands, but the present research claims that a quite separate substance is responsible. Dr. Brown M. Dobyns and Mr. Sanford L. Steelman, who are conducting the research, are now studying how to discover this separate substance in patients ; eventually they hope to be able to counteract its action, and thus provide a cure for this form of goitre. Goitre is most common where iodine is scarce or absent, and is seen especially in areas well inland.

OFF TO NAVARINO BAY, OFF GREECE, FOR THE FLEET REGATTA : Led by the aircraft-carrier *Theseus*, units of the Mediterranean Fleet steam out of Valetta Grand Harbour, Malta, for their second summer cruise. Following the 13,350-ton carrier are the cruisers *Gambia* and *Glasgow*. On board H.M.S. *Glasgow* were Admiral Earl Mountbatten (C.-in-C. N.A.T.O. Mediterranean Command) and Mr. J. P. L. Thomas, M.P., First Lord of the Admiralty, who was taking passage to Piræus after visiting the Fleet at Malta. Later last month the Mediterranean Fleet joined up with the U.S. Sixth Fleet and the Navies of Greece, Italy and Turkey, for exercises to test defences in Southern Europe and the Mediterranean.

SHIPS OF THE ROYAL NAVY

Units of the Mediterranean Fleet Steam Out of Malta for their Second Summer Cruise; "Implacable" Calls at the Scillies; Britain's New Carrier Runs Her Trials

A WEEK-END VISIT TO THE SCILLY ISLES—ONE OF BRITAIN'S BIGGEST AIRCRAFT-CARRIERS ANCHORED IN THE ROADS OFF ST. MARY'S ISLAND : Together with the *Indefatigable*, the *Implacable* was paying a week-end visit to the islands during the assembly period for Exercise "Mariner," the exercise which brought into operation naval and air forces of all North Atlantic Treaty Nations. In the background of this aerial picture are the islands of Samson and St. Agnes. During the week-end the 1,800 inhabitants of the islands had the task of entertaining 3,000 sailors.

H.M.S. "THESEUS" LEADS THE FLEET TO SEA : Watched by relatives and friends of the ship's company, the carrier steams away from Valetta Grand Harbour at the start of the cruise. The ship's company, guard and band are lined up on the flight-deck as part of the ceremonial for leaving harbour.

On right—

BRITAIN'S NEWEST CARRIER GOES DOWN TO THE SEA—H.M.S. "CENTAUR" LEAVES BELFAST FOR HER FINAL ACCEPTANCE TRIALS : The 18,300-ton carrier has been built in Northern Ireland by Harland and Wolff Limited. She is the first of the new Hermes class and was laid down in 1944. Since then her original design has been improved and the carrier now incorporates the new angle deck arrangement. By installing the angled deck the carrier will be able to continue carrying planes on her flight deck while high-speed aircraft are landing or taking off. This new device, now incorporated in American ships, was first tried out in British ships some time ago. *Centaur* was launched in 1947.

THE SWIFT'S RECORD

Lieut.-Commander M. J. Lithgow Sets Up a New World Air-Speed Record of 737·3 m.p.h. in a Vickers Supermarine Swift in Libya

THE PILOT OF THE RECORD-BREAKING SWIFT : Lieut.-Commander Mike Lithgow, chief test pilot of Vickers Supermarine, seen in the cockpit of the Swift F4 jet fighter in which he broke the existing air-speed record in his flight over the desert.

Within a few weeks of Squadron-Leader Duke's new air-speed record in a Hawker Hunter, Lieut.-Commander M. J. Lithgow set up a new record in a Vickers Supermarine Swift F4. The record flight was made in the intense heat of the Libyan desert over the course prepared at Azizio, at an average speed of 737·3 miles an hour, nearly ten miles an hour faster than the previous record.

The record run was accomplished despite unpleasant difficulties due to the great heat. In the cockpit itself the refrigeration equipment was not working properly, and Lieut.-Commander Lithgow did not receive enough cool air. On the day after his record flight, in an effort to improve on his figures, the pilot found that the heat of 180 degs., which "nearly roasted" him, also made the instruments in the plane unreliable, and the second attempt had to be abandoned.

Shortly after the announcement of the Swift's flight an American attempt was reported from Muroc, in the Californian desert. The Hawker Siddeley group have also declared that they intend to make another challenge for the world's air-speed record. If the Swift's time is confirmed by the International Aeronautical Federation, to whom the claim has been submitted, a new record will have to be something like 744·67 miles an hour. Thus the challenge of the air becomes more difficult—and more dramatic—with each new attempt.

THE SWIFT MAKES ONE OF ITS FOUR RUNS OVER THE DESERT : Spectators in the Libyan desert near Castel Idris put their hands over their ears as the Swift, piloted by Lieut.-Commander M. J. Lithgow, screeches overhead during its record-breaking flight. The Vickers jet fighter made four runs over the desert course at an average speed of 737·3 miles an hour.

THE SWIFT SETS UP NEW FIGURES IN THE DESERT HEAT : The people in the foreground had to protect themselves as best they could from the rays of the hot sun which beat down on the desert as the Swift flew overhead during the record flight.

THE JET FIGHTER IS ABOUT TO TAKE OFF : The scene on the airstrip as Lieut.-Commander Lithgow prepared to take up his Swift. The nose of the plane is painted black to enable observers to pick it out in the sky.

Timing the Swift's Air-Speed Record

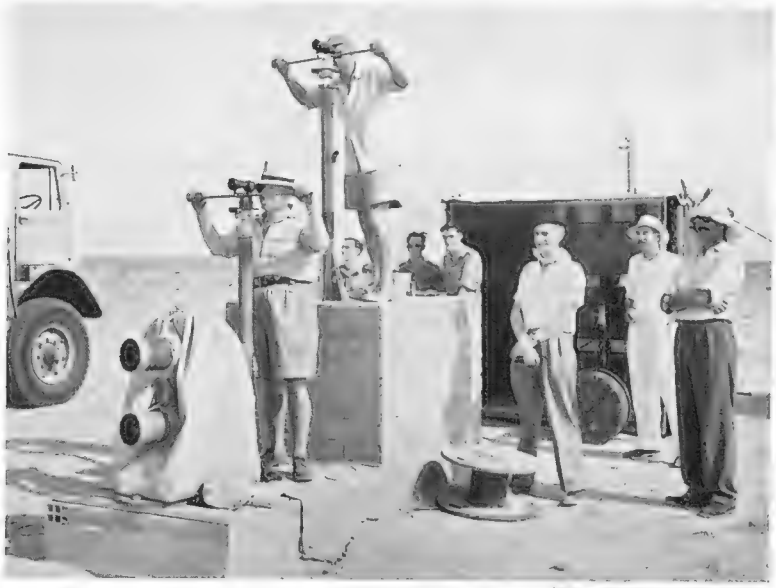
The Preparations for the Flight of the Vickers Jet Fighter in the Hot Libyan Desert

The preparations in the Libyan desert for the record flight by the Vickers Supermarine Swift were made in intense heat. The aim of Lieut.-Commander M. J. Lithgow, the chief test pilot, and his assistant, Flight-Lieutenant Colquhoun, was not only to set up the new record, but also to test the reaction of the new jet fighters to tropical and sub-tropical climates.

For the attempt on the record set up by Squadron-Leader Duke in the Hawker Hunter detailed preparations had to be made. As soon as the site for the attempt was decided, a team of surveyors went out into the desert to measure the course, which follows the road between Azizio and Bir el Ghnem. Then the complicated camera-clock apparatus by which all air record attempts are measured had to be transported from England and set up in a lonely and desolate part of the desert. Working under a fierce North African sun, in a desert without shade, makes this task unpleasantly rigorous for the technicians, who, under Mr. W. Goldsmith, of the Royal Aircraft Establishment, Farnborough, have had to erect entirely new installations. But these conditions are similar to those in the Californian desert, where high speeds have been achieved by American aircraft, and are generally recognised to be the best for attempts of this kind. Even so, during Lieut.-Commander Lithgow's attempt to improve on his own record figures of 737·3 miles an hour, the intense heat upset the delicate timing equipment.

In order to pick out the Swift against the cloudless blue Mediterranean sky, whose colour it resembles, the nose of the plane was painted black, so that the cameras could show clearly its approach to the marker beacon which indicated the start of the three-mile course.

THE SCENE OF THE SWIFT'S FLIGHT WHICH BEAT THE WORLD AIR-SPEED RECORD : The long straight road from Tripoli to Azizio, over which Lieut.-Commander Lithgow made his record-breaking flight in a Vickers Supermarine Swift F4 jet fighter, stretches out over the Libyan desert. *On right*—The official timekeepers seen from the air as they set up their apparatus for the Swift's attempt. The heat caused some of the equipment to fail during a second attempt.



THE EQUIPMENT USED FOR TIMING THE FLIGHT OF THE SWIFT : The two telescopes follow the flight of the aircraft, and their platforms are connected to focus the two cameras in front. As the shutters click, the electronic timing device is automatically set in motion.

On left—

SMOKE MARKERS FOR THE JET PLANE'S COURSE : A British aircraftman is assisted by a Tripolitanian Police Guard in placing smoke markers at one end of the desert course over which a new air-speed record was set up.

ORDNANCE SURVEYORS FIND IT HOT WORK UNDER THE TRIPOLI SUN : A party of surveyors went out to Tripoli to measure out the course for the Swift's record attempt. Throughout the preparations the sun was exceptionally hot, and these surveyors were forced to make use of an umbrella and their pyjama trousers to protect themselves.

A DOGS' DAY AT OLYMPIA

The Kensington Dog Show in London

JUDGMENT DAY FOR GREAT AND SMALL—A GENERAL VIEW AT OLYMPIA: In the foreground St. Bernards parade in the judging ring, behind them dachshunds, while owners look on anxiously during the one-day Kensington Dog Show which was recently held in London. Once again both the number and the variety of entrants showed that interest in dog-breeding remains as great as ever.

On right—

WHAT THE WELL-DRESSED GENTLEMAN WEARS AT A DOG SHOW: Mrs. G. E. L. Boyd's James of Piperscroft, who was adjudged the best poodle at Olympia.

On left—

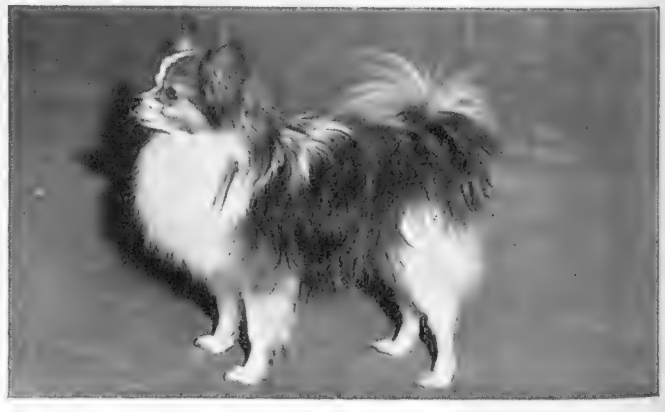
PELDATOR ANKA VON DER DUECRA SCHLENSE: The big dog with the long name is Mrs. R. L. Walker's St. Bernard, which won three first prizes and the challenge certificate for the best bitch.

On right—

THE BEST DALMATIAN AT THE KENSINGTON SHOW: Mrs. MacDonald-Smith's proud Dalmatian, Kurnool Halfpenny, which was judged best in the breed.

On left—

THE WINNING TOUGH GUYS: Among the prize-winners in the bulldog class were Georgian Son o' Boy, Georgian Jon's Son, and Georgian Sturdess, all of whom are owned by Mr. E. Wiffen, of Camden Town, London.



On right—

A DAINTY AND ELEGANT PRIZE-WINNER: Best in the Papillon section was Mr. and Mrs. L. Ratigan's Skipper of Confryn.

HAREWOOD AIRPORT, CHRISTCHURCH : An aerial view of the main and subsidiary runways, with the city in the middle distance and beyond it the Port Hills. At Christchurch the New Zealand Air Race will end next week after what is expected to prove a most closely-contested event. With a population of 174,000, Christchurch is the busy industrial and commercial centre of the Canterbury Plains. It will be visited by the Queen and the Duke of Edinburgh between January 18 and 22, 1954.

CHRISTCHURCH

THE GOAL OF THE GREAT AIR RACE

The Modern Airport Where the Competitors Will Touch Down at the End of Their Journey Across the World

THE CONTROL TOWER AT HAREWOOD AIRPORT : An aircraft on the tarmac after landing at Christchurch.

TRANSPORT AIRCRAFT OF THE ROYAL NEW ZEALAND AIR FORCE FLYING OVER THE CITY OF CHRISTCHURCH : Christchurch people, always air-minded, have taken a keen interest in the development of their airport.

After their gruelling flight across the world, competitors in the London-Christchurch Air Race next week will be able to bring their aircraft down on an aerodrome that can bear comparison with any in the world, and is eminently suited to accommodate the high speed and heavy loadings of present-day aircraft.

Work is going on at the time of writing which should bring Harewood Airport to something near perfection before October 10.

The 9,000-ft. main runway and the 5,700-ft. subsidiary runway have both been completed and sealed, and so have all the taxi-ways on the present programme of development. Only the apron in front of the control tower and the permanent lighting system for part of the runways and the taxi-ways are left to finish, and this will no doubt have been done by now.

It was in 1934 that investigations were begun to find a municipal aerodrome to serve the city of Christchurch. The Defence Department, the Public Works Department, the Christchurch City Council, and the Canterbury Progress League co-operated in the task, with the result that the City Council acquired an area of about 572 acres at Harewood, and started work on the construction of a municipal airport.

Harewood was officially licensed as a public aerodrome on July 31, 1939; but when war came it was devoted to defence, and became an Elementary Flying Training School. It was thus a link in the Empire training scheme which prepared so many men for meritorious service with the air forces of the Commonwealth.

While the R.N.Z.A.F. was using Harewood, from 1940 to 1946, much development work was carried out. The field was extended and hangars and other buildings were constructed, many of them being still in use to-day for civil aviation purposes.

The war over, interested local authorities, including the Overseas Air Terminal Committee, urged the establishment of an international airport at Christchurch. This accorded with the policy of the present Government for a service between Australia and the South Island, and the "go ahead" signal was received in October 1950.

The first scheme called for £422,000 to bring runways and taxi-ways up to I.C.A.O. Class C standard, the cost to be shared equally by the Christchurch City Council and the Government. During the planning of the project, however, care was taken to provide for future development.

In March of this year a visit was paid to Harewood by Mr. Ronald L. Williams, traffic representative in the Pacific area for Trans-Canadian Airlines, who had seen all the major airports in the United States, Canada and Australia, as well as the airports of London and Paris.

Harewood, said Mr. Williams then, was as good as any in the world. It was easily the best in New Zealand, and the only one that could handle the jet aircraft of the future.

An airport, said Mr. Williams, was "only as good as its approaches," and Harewood had excellent approaches. The field could be approached from the sea, and the path was clear for a long way in every direction. It was also close to the city it served, and that was an advantage not always present with international airports.

The Sphere of Travel

FOR AUTUMN AND WINTER SUNSHINE

Where to Stay in Spain, Portugal, Greece, Malta, Cyprus and Gibraltar

STANDING the other day in the little ancient Danish town of Ribe, I watched the last of its four pairs of summer-visiting storks take wing to the south and to a much warmer clime; and while I could not follow the great bird forthwith, my thoughts did turn momentarily towards some Mediterranean lands and isles: lands and isles offering late autumn and winter sunshine.

In Gibraltar, Malta and Cyprus, to take three spots in the Mediterranean under the British flag, you can stay as long as you like, for these are all sterling holiday areas. And if you have foreign currency to spend, you can easily visit other countries from these centres. Gibraltar, for instance, is just on the doorstep of Spain and of Tangier, the doorway to French Morocco; while if you journey out to the "Rock" by sea, it is often pleasant to break the voyage in one direction at Lisbon.

Then from Malta, Sicily, the "Island of the Sun," is within comparatively easy reach, and even the thought of its groves of almond trees, a carpet of white blossom around the New Year, makes one nostalgic to return there. As for Cyprus, Lebanon, Israel, Rhodes and Greece, all suggest themselves for a combination tour. It is, indeed, by means of a combination tour that a winter holiday can be prolonged considerably for Britons tied to a travel allowance.

LOOKING ACROSS THE BAY FROM THE MOORISH CASTLE AT GIBRALTAR: One of the advantages of Gibraltar is that it is in the sterling area, so the traveller has no currency restriction problems. Gibraltar is a pleasant place in which to laze, writes Gordon Cooper, and there are also admirable opportunities for excursions.

Take Portugal, for instance: a few days can be delightfully spent in Lisbon and in making excursions to several interesting places around. Or, if you wish to be right by the sea, there is always Estoril, linked to the capital with frequent electric train services which run through almost the whole of the twenty-four hours. This fashionable resort—although much quieter now in winter than it used to be in pre-war days—is certainly a place where you can be reasonably sure of sunshine and warmth. For myself, however, I prefer the more lively capital. I like to dawdle by the hour in its *Estufa Fria*, a vast greenhouse which lies in one corner of the Park Edward VII, not far from the centre of the city. It is the most remarkable thing of its kind in Europe, full of tropical shrubs, plants and brightly-coloured flowers, with gold-fish ponds and a small ornamental lake, complete with swans, crazy paths and brooks which wind their way under bridges and around stepping-stones.

Other places in Lisbon which draw me back on each visit I make there are the Vasco da Gama Aquarium, the fascinating Museum of Coaches at near-by Belem, and the magnificent National Museum, full of priceless things.

Within daily excursion reach of the capital are Cintra, Alcobaça and near-by Batalha, and Tomar. Nor should you miss Evora, 95 miles distant from Lisbon, for it is one of the most fascinating towns in all Europe. Here you can see an exquisite Roman Temple of Diana, some interesting churches, and scores of medieval and Renaissance buildings. As an example, too, of a litter-free town, Evora is unexcelled, for in its streets it is next to impossible to find even a thrown-away match. Strangely enough, this important centre of the Alemtejo Province has no hotel, only pensions, but there are a couple of good restaurants. You can travel there by bus or train.

Gibraltar is a pleasant place in which to laze, but no one would claim that there is much to do there otherwise, except to go on excursions. Tangier, for instance, can be reached in twenty minutes by a frequent air service, and its curious mixture of cosmopolitan and native life makes a brief appeal, but I can think of many pleasanter spots in which to stay.

From La Linea or Algeceiras, adjoining Gibraltar, there are rail and/or bus links with Ronda, Malaga, Jerez, Cadiz and Seville. Torremolinos, a few miles west of Malaga, is a pleasant seaside resort favoured by the British visitor, and it offers quite a choice of satisfactory hotel accommodation and at reasonable cost. Its proximity to Malaga is an attraction for those who do not wish to be too far from a quite entertaining city, while there is also a good golf-course in the vicinity and you can bathe comfortably in the sea during the winter months.

To reach Southern Spain overland means a somewhat tiring journey, but you have the alternatives of flying to Gibraltar (tourist fares are available) or going there by sea, and then proceeding on to your destination. Another method would be to proceed to Barcelona, by air or by rail, and then take one of the coastal steamers which call at the various ports on their way to Cadiz. This is quite an interesting way of seeing some places in Spain which are otherwise rather off the beaten track, such as Alicante and Cartagena. But you require to have a liking for Spanish cooking.

Malta teems with romance and the Royal Navy. The former requires an historical imagination, the latter a liking and an ability to cope with a constant round of social activities—provided, of course, that you have friends in naval circles. Unless you are interested in one or other of these two attractions, there is not much for you to do in Malta. The most outstanding sight is the Hal Saflieni Hypogeum, a great underground temple and necropolis; and then there is a pleasant excursion to be made to the near-by island of Gozo, known as Calypso's Isle. The intermingling of the British and Maltese ways of life also offers some amusing study, such as the names of many of the bars patronised by sailors, which are reminiscent of the homeland, and the kind of dishes served at meals in restaurants, with England's most widespread export, our famous bottled sauces, very much in evidence. Unlike the French, we seem to crave to smother the flavour of any dish prepared by a cook, thus destroying any culinary ambitions he may have, and this embraces even the preparation of home-made sauces.

This same British bottled-sauce influence will meet the visitor in Cyprus, where the cooking itself shows a Greek influence. Nicosia, the capital, is a convenient centre from which to explore the whole island. Within its circular walls are the great mosque of S. Sofia (thirteenth century), the Orthodox Cathedral, and a number of other medieval buildings. There are tombs of the Crusaders to be seen. Kyrenia, Famagusta, Larnaca and Limassol are other towns on the island which have sights of historic and artistic interest. Cyprus, in fact, is an exciting treasure-house of antiquarian riches. It is also famed in mythology as the birthplace of Aphrodite, who rose from the sea before Paphos.

During the winter months the climate in Cyprus is as good as can be found anywhere in the Mediterranean, and there is much sunshine. Hotels are reasonably priced and comfortable. They come under the supervision of a competent official tourist department, which is also of considerable assistance to visitors in other ways. While in London there is Cyprus Travel Limited (36, Hampstead Road, N.W.1), which also has offices in Nicosia, Famagusta and Limassol. They can tell you the various ways to get to Cyprus, as well as booking accommodation when you arrive there.

From Cyprus it is only an overnight sea-trip to Beyrout or Haifa, and there is also the Island's own air line, Cyprus Airways, which has regular services between Nicosia and Athens, Beyrout and Jerusalem. Thus there is plenty of scope for seeing many interesting places in the Eastern Mediterranean.

Since the devaluation of its currency, by which you now get around 84,000 drachmæ to the £ sterling, Greece has entered the list of "cheap" European countries for the tourist. Autumn is a pleasant season there, while the winter, though often sunny, can be briskly cold as well.

Hotel and restaurant prices in Athens are now most reasonable, even in the first-class places, although it takes time to get acclimatised to the astronomical sums asked in payment. A good lunch, for instance, runs into 40,000 to 50,000 drachmæ, only 10s. or 12s. it is true, but certainly demanding a special container in which to carry the wide range of notes.

Should you happen to be in Athens during the period of full moon in the months of December, January and February, the Acropolis is also open on these occasions between 9 p.m. and midnight, providing, of course, an outstanding experience—at a raised admittance charge of 10,000 drachmæ.

Elsewhere in Greece the appeal of travel is chiefly to the archæologist and the adventurous. It is a pre-war memory—in those days when travellers had "time"—when I meandered through the interior of Greece on mule-back; but you can still find strange experiences. A friend of mine has just returned from Thessaly and the Pindus Range, where he visited the "Monasteries of Mid-Air" at Kalambaka. This is a fantastic place of great sandstone rocks towering high towards the heavens, and each rock is crowned with an old monastery—twenty-four of them. In olden days anyone wishing to enter had to be hauled up by a rope, but there are now more convenient means of access.

He also journeyed into the Peloponese, by a fantastic mountain railway, during the night, when he thought his last hour had come, and ended up by staying at a monastery built in a cave beneath a 1,000-ft. cliff. Again, he watched at Mycenæ the digging up of an ancient Greek warrior in his grave, with his two swords in his hands and all his gear about him. But, of all this adventurous traveller's experience, none impressed him more than a visit he made to Knossos — "the most interesting site I have ever seen, and making a terrific impression on the imagination." Whoever else goes to Greece in the very near future, I know that I will be one of them. For information about travel in Greece, you can always write direct to the Greek Tourist Office, 30, Omirou Street, Athens.

Gordon Cooper.

THE LEGACY OF GREECE: The Erectheum on the Acropolis at Athens. The Erectheum contained several shrines, the one of Athena Polias being the most sacred in Athens. It held the ancient image which was said to have fallen from heaven.

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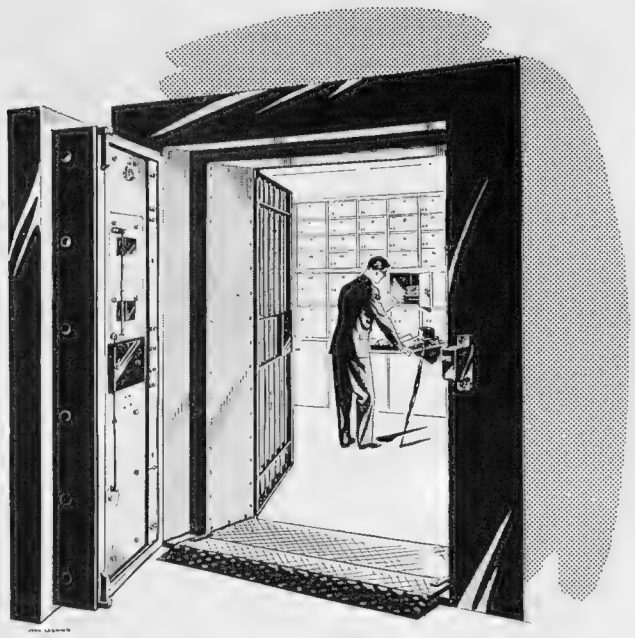

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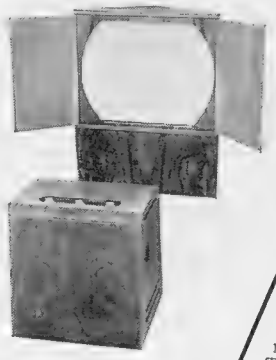

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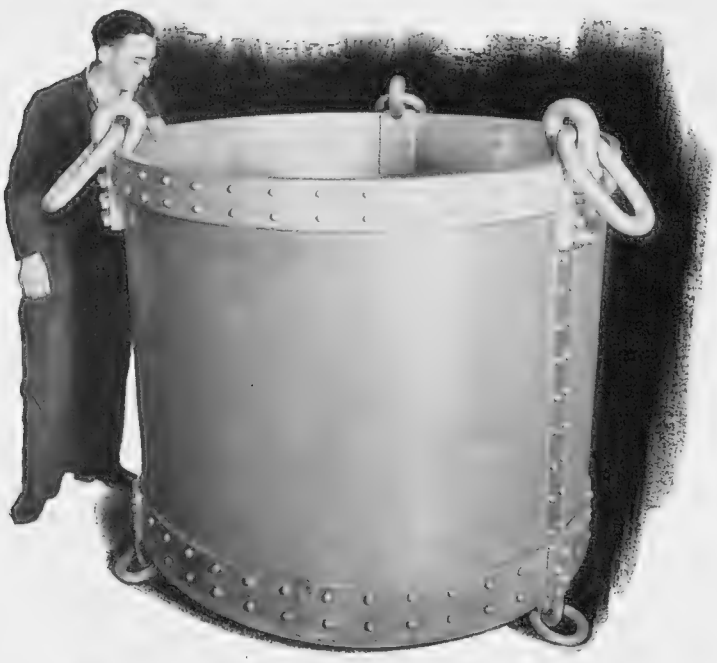

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The World of Books—By VERNON FANE

THE NEW MONSARRAT

The Story of Esther Costello is Concerned Neither with the Sea, Ships or Sailors, But with a Vast Philanthropic Fraud

WHEN a man has written *The Cruel Sea* what can he write next? What *on earth* can he write next, in fact? And while his potential readers are sitting about waiting for another naval story, up comes Mr. Nicholas Monsarrat with THE STORY OF ESTHER COSTELLO (Cassell. 10s. 6d.), which has nothing to do with sea, ships or sailors, but which is wholly concerned with a vast philanthropic fraud, as executed by some very, very nasty Bostonians. As the main plot begins, a group of children are playing in the cellar of a deserted house in a remote Irish village. They find a store of dynamite and hand grenades hidden there during "the troubles" years before, and, innocently handling them, all the children are killed but Esther, who is shocked into blindness, deafness and dumbness.

Esther exists for several years, living the life of a sick, neglected animal, till she is seen by an American woman coming to visit her own father's home. At first, from disinterested motives of humanity, this woman takes Esther back to the United States with her and, when medical science has failed to cure her, looks after her and learns to communicate with her by signs and touches. So far so good, but when Esther is asked to present prizes at a school, her guardian sees how easily—and how successfully—she can be exploited, and the racket begins.

Except for the forcefulness of its telling, this novel has no single thing in common with its predecessors, and for that reason is a real *tour-de-force*. Taken solely on its own merits, and that, of course, is how it must eventually be judged, it is an extremely competent, unemotional treatment of an essentially emotional situation, making up in technique what it lacks in heart.

THE BROTHERS BELLAMY (Chatto and Windus. 12s. 6d.) is a bright little, tight little novel about goings-on in a country village, when the local rich man dies and the village gossips are set to work speculating at first on the provisions of his will, and when these are found to be disappointingly equitable, on the marriage plans that the legacies will help to mature. Mr. Humphrey Pakington writes with style and humour, that quiet, urbane humour that is at its best over the dinner-table and not at the cocktail bar, and I found his chronicle of young people sorting out their love-affairs, and old people sorting out their White Elephant stalls really engaging.

Back to America with the next novel, which is by Mr. John Phillips, son of Mr. John P. Marquand. It is almost a convention that a son following a well-known father in his profession should express himself very differently, and one has seen this both in art and in letters, but Mr. Phillips, courageously, I think, has chosen much the same setting that his father has used, of New England and New York, with a touch of Harvard, and much the same kind of people, well-bred, casual and rather too impressed by ancestor worship. The great difference between any of Mr. Marquand's books and THE SECOND HAPPIEST DAY (Michael Joseph. 12s. 6d.) is not one of quality but of something subtler—the atmosphere of youth.

Naturally, Mr. Phillips is young and, less obviously, he manages to convey the long, long thoughts of youth, and the puzzles and problems and hilarities of his contemporaries. He does it very well indeed, and when I say that at least three of the characters he has created attain really lifelike dimensions, I think you will agree that that is a high score for a beginner.

MUSIC PERHAPS (Chapman and Hall. 12s. 6d.) is another agreeable demonstration of the fact that it is possible to write knowledgeably about music and music-makers and still enchant the lay public. Miss Kitty Barne has achieved this particular feat before, and now, writing of a famous violinist and her child-prodigy ward, she has brought to the story even more grace and warm sympathy. A further big mark in her favour is that Miss Barne, writing about music and its interpreters from the heart of her own musical world, still has a friendly feeling for the Great Uninstructed, and dismisses the tone deaf with pity rather than contempt.

The next group of novels take the reader from side to side of the world in a journey of great contrasts and considerable talent. First, the Spanish writer, Camilo José Cela, still in his thirties and one of the leading writers and poets of his country. THE HIVE (Gollancz. 12s. 6d.) is an extraordinary book: a novel of little plot but many characters—160 by the author's own count—and a novel, too, of great impact. The Madrid that Cela describes here may not be the Madrid that one has visited and remembered, but after a few chapters the reader has an uneasy impression that this Madrid between the covers of a book is even more real than his. There is brutality, meanness, poverty, hunger and fear in these pages, and there is compassion, too. The translation has been made by J. H. Cohen in consultation with Arturo Barea.

The two long stories of Johan Fabricius' book are concerned, more conventionally, with the theme of love on the rebound, one in a major and one in a minor key. THE PIKE BEELZEBUB (Heinemann. 10s. 6d.) is a classic fisherman's yarn in the sense that it is about a fabulously big fish, and it is also concerned with a little Dutch community living near a riverside inn, The Angler's Paradise, and spending half its time speculating about the next catch and half about the love-affairs of the innkeeper's daughter. A pleasant little tale and less sombre than its fellow piece, which strikes notes of violence and tragedy. The translations have been made by H. Schuurbecque Boeye.

RATOONS (Gollancz. 12s. 6d.) is a new novel by Miss Daphne Rooke, and far be it from me to quarrel with the publisher's assertion that there is "enough passion in it for half-a-dozen ordinary ones." The scene is again South Africa and, as in her earlier book, *Mittee*, the writer shows her vivid understanding of the native and Indian characters with which her novel is peopled. Her style is explosive, compelling and, in its own way, enormously effective. Certainly after reading these three books one could claim to know a good deal more about Spain and Flanders and Natal.

Mr. Gerald Warner Brace's novel, THE SPIRE (Hodder and Stoughton. 13s. 6d.), throws illumination on a different scene again, a New England college and its staff and students. The college is small but eminent, bristling with tradition, even to a casual observer, and, to a resident, creeping with intrigues, social jealousies and institutional cabals. A new professor of English is warned by the old hands about what he must expect, but he manages to keep his eagerness and most of his enthusiasms at the end of a long trial period: a familiar plot, but the setting gives it freshness, and Mr. Brace has an easy, laconic style to help things along.

THE HATE MERCHANT (W. H. Allen. 12s. 6d.) is American, too, and there is nothing either fresh or easy about this story of a rabble-rousing preacher with an overpowering lust, among his other passions, for power. Mr. Niven Busch writes forcefully and even violently about this grotesque and horrible figure.

Mr. Charles Thayer, the American diplomat, has written a further volume of reminiscences about his experiences during the war and after, with the Russians, and has called it HANDS ACROSS THE CAVIAR (Michael Joseph. 12s. 6d.). In this we see him with Brigadier Fitzroy Maclean's Anglo-American mission to Yugoslavia, and later as head of the American mission there, and subsequently in Austria and Korea as Russian expert, finding the behaviour of Russians and the Red Army as hair-raising as ever. Mr. Thayer has managed to inject a great deal of humour into his account of this section of his career,

EIGHTEENTH-CENTURY CABINET-MAKERS' ADVERTISEMENT CARDS AND BILLS: *Left*—Waring's card detailing their place of business in Margaret Street, Cavendish Square. This dates from *circa* 1790-1803. *Right*—William Russell's trade card dates from about the year 1770. These two illustrations are taken from Ambrose Heal's new volume, *The London Furniture Makers* (B. T. Batsford. £6 6s.), which covers the period from the Restoration to the Victorian era. This finely produced work is the result of thirty years' research and comprises the names, addresses and dates of no fewer than 2,500 individual firms.

JOURNEYS THROUGH SPACE

FIVE BOOKS RELATING TO DEVELOPMENTS IN ROCKETS AND AVIATION.

SPACEWAYS (Hodder and Stoughton. 10*s.* 6*d.*), *by Charles E. Maine, is a story of the Very Near Future set against the background of a lonely research station in Nevada. This novel of suspense and excitement is based on the play first broadcast by the B.B.C. in January* 1952. *It is now being filmed.*

SPACE TRAVEL (Allan Wingate. 15*s.*), *an illustrated Survey of its Problems and Prospects, has been written by Kenneth W. Gatland and Anthony M. Kunesch, both of whom are convinced that "were there funds available, modern knowledge would be sufficient at this moment to make possible the first journey to another world." The drawings are by J. W. Wood and R. A. Smith.*

P. E. Cleator's sequel to Rockets Through Space *is* **INTO SPACE**, *an interplanetary preview* (Allen and Unwin. 15*s.*), *a book which heralds the impending realisation of an age-old dream: the making of a journey across space to another planet. The book opens with an account of the development of the rocket as a unit of propulsion.*

In **FLYING SAUCERS HAVE LANDED** (Werner Laurie. 12*s.* 6*d.*), *Desmond Leslie and George Adamski relate the startling history of these very controversial objects. One claims to have seen a flying saucer land near his home and to have encountered a visitor from outer space.*

Lastly there is **COMET HIGHWAY** (Murray. 10*s.* 6*d.*), *a photographic record of B.O.A.C.'s jet-airliner written and illustrated by Henry Hensser. There is a foreword by Sir Miles Thomas.*

ANNALS OF ESCAPE

Fighting Men and Their Adventures Amid the Enemy

Douglas Bader, the great fighter ace of the Second World War, held that it was the duty of every prisoner-of-war to escape and, by doing so, to keep the enemy prison organisations at full stretch. No one could have more fully carried out his advice, in this case given personally in a Frankfurt prison, than Richard Pape, a young navigator, who after nine operational sorties was shot down following a raid on Berlin, landing in Holland, more or less sound but by no means safe. Pape, from the outset, was determined to get home and to have another "crack" at the enemy. He trekked across Holland and on the very eve of being taken off by submarine, through the initial help of the Dutch Resistance, he had the misfortune to be captured. Thereafter Pape's story, which he tells in his book BOLDNESS BE MY FRIEND (Elek. 16s.), is a breathtaking account of successive escapes and captures, of rare courage and not a little ruthlessness. As a story of escape it has few equals, but more than that it shows the utter degradation of all who fell beneath the Nazi yoke in Europe, not least the Russian prisoners who endured and died in an atmosphere of such bestiality that it is not difficult to understand why to-day, in the years of victory, they are not especially forgiving around the conference table. Pape's journeyings took him through Poland, Hungary and Austria. How he switched identities with a New Zealander and went to work in the mines and on the farms, and how at all times he pursued his dual purpose of getting vital news through to Britain and of getting himself home, makes enthralling reading. Most readers will pause and wonder at the savagery and brutality which belongs to this forthright tale. They will marvel at what men and women endured, and ponder mentally upon Germany's present resurgence.

Eric Williams, who wrote *The Wooden Horse*, that classic among escaping stories, has compiled an anthology which he calls THE ESCAPERS (Eyre and Spottiswoode. 16s.). It is a chronicle of escape in many wars, with eighteen first-hand accounts. None of them has quite the savage quality of Pape's writing, for which, perhaps, we may be grateful, and some, indeed, are devoid of all violence, revealing, however, extraordinary ingenuity and a flair for self-preservation in the midst of the enemy. Winston Churchill's escape from the model farm in Pretoria has a deserved place in this anthology, while there are good stories, too, from the days of the Spanish Inquisition, the Napoleonic Wars and the American Civil War. T. C. F. Prittie, who was captured during the Dunkirk preliminaries, writes one of the best stories of the Second World War, and the tale of his march through the woods from Crecy to Le Crotoy is full of daring and excitement. He was caught within 40 yards of reaching a sailing-boat, and by the unluckiest of accidents, a drunken German lieutenant having resolved to take the night air at the wrong moment.

Many will have read the recent high-level, heated and erudite correspondence in *The Times* arising from the viewpoint of Dr. Hotson on the manner in which Elizabethan plays were staged. Dr. Hotson's theories, indeed, made a clean sweep of most of our conventional beliefs. He vigorously attacked the assumption that the balcony or boxes above the stage were used as an acting area; in fact, he discarded the conception of the inner and upper stages. One of those who came out and challenged him boldly was Mr. C. Walter Hodges, who is well known as the co-designer of the Mermaid Theatre. Mr. Hodges did not, in turn, attempt to make a clean sweep of Dr. Hotson, for he evidently believes that the American scholar has made important contributions to our knowledge of the Elizabethan Theatre. He just thinks that he pushes his case too far and makes interpretations that are not necessarily justified by the facts. Those who are deeply interested in the problem of how the plays were presented should certainly read Mr. Hodges' latest book, THE GLOBE RESTORED: A STUDY OF THE ELIZABETHAN THEATRE (Ernest Benn. 50s.). This is a most detailed analysis, and the series of full-page line drawings in the appendix show how stage presentation developed from decade to decade until we come to the era of the second Globe in 1614. Mr. Hodges, who admits that in part these reconstructions are conjectural, asks us to realise in particular the danger of being betrayed by the habits of our modern theatrical experience when estimating the character of the Elizabethan theatre.

Agnes Allan has written an admirable introductory volume with her biography THE STORY OF MICHEL-ANGELO (Faber and Faber. 12s. 6d.). She has tried not only to give some idea of the unequalled achievements of this great genius in sculpture, painting and architecture, but also to make intelligible his complex, solitary, fiercely honest character.

Walter Prescott Webb, an American historian with a flair for diagnosis, is the author of THE GREAT FRONTIER (Secker and Warburg. 30s.), in which he presents a new theory of the history of the Western world since 1492, when "Columbus opened the frontier lands to a static European society." This is a most detailed survey of over 400 pages, but whether the reader will bear with the author throughout the long journey is problematical.

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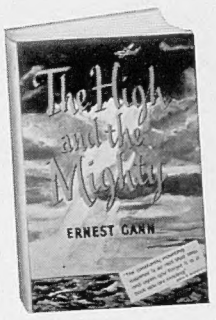

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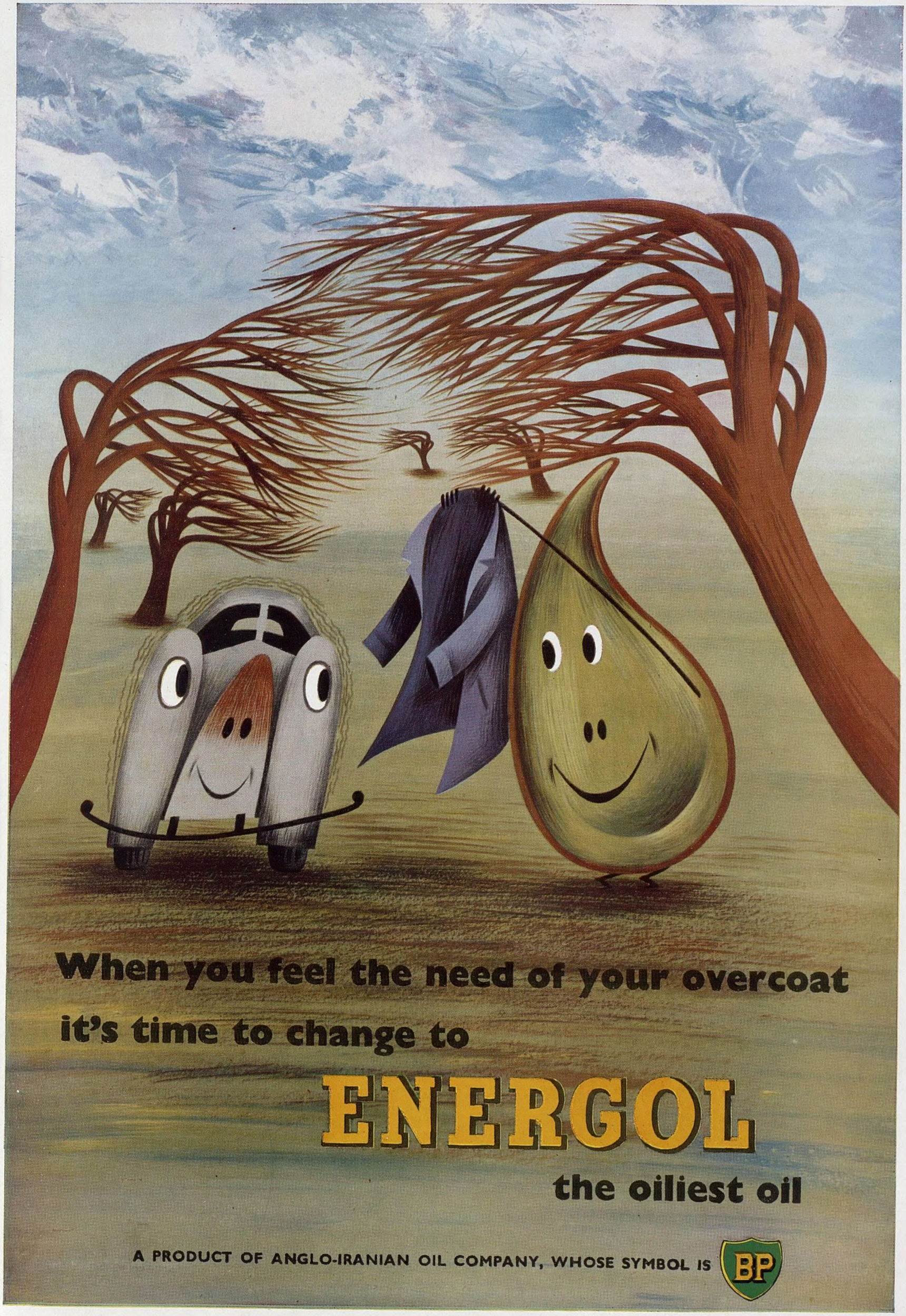
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